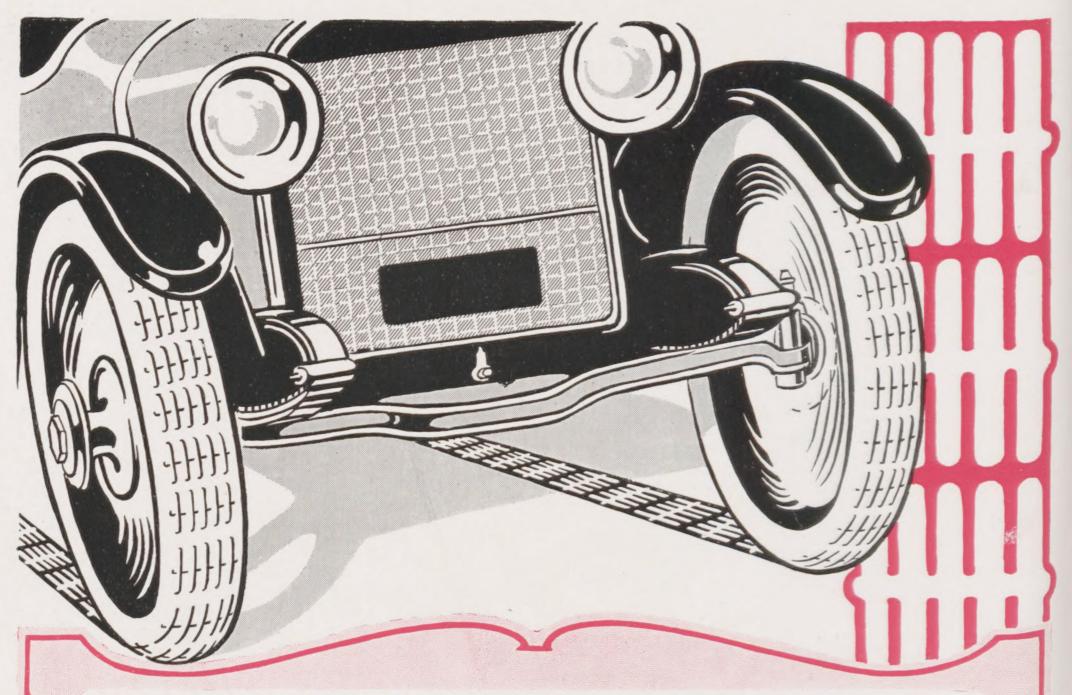


THE MOTOR OWNER

PUBLISHED MONTHLY
PRICE ONE SHILLING





SAFETY your first consideration.

HE amount of satisfaction you get from your car depends to a very large extent upon the make of tyres you fit. Let your next tyre-purchase, therefore, have your deepest consideration. First of all look for SAFETY. And Safety is synonymous with Goodrich. The five-fold tread of the Goodrich Tyre grips right down to the road-bed. It eliminates all risks from skidding and slipping. It cuts out all danger arising from sudden stops or hair-pin curves.

GOODRICH TYRES 'Best in the long run.'

But in the tyre you buy, you must also have comfort, mileage and economy. The strong walls and resilient rubber of the Goodrich Safety Tread Tyre give maximum comfort. The durability and toughness of the Goodrich rubber give mileage and economy. All these and more you get in Goodrich Tyres. They combine the highest skilled workmanship with the best materials. See, therefore, that you specify Goodrich next time you want tyres—and ensure SAFETY, COMFORT, MILEAGE, ECONOMY.

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GOODRICH SAFETY TREAD TYRES

THE B.F. GOODRICH Co, LTD. 117-123 GOLDEN LANE LONDON E.C.I.

C.F.H Page ii







Two Seater - - £370 Coupé - - - £395

Four Seater - - £400

333

THE HILLMAN
MOTOR CAR CO. Ltd.
PINLEY · COVENTRY

Telegram: "Hillclimb," Coventry. Telephone: 275



CONVERT YOUR EXISTING "FORD" INTO A NEW CAR

In last month's issue we laid particular stress on the Service we can render to our clients. This month we give details of the Service we can render in one particular line.

The Ford Car is, beyond argument, one of the finest propositions on the road, but we realise that there are many "Ford" owners who, while appreciating the mechanical and general excellence of the Ford chassis, desire additional comfort as far as the body is concerned. To meet this demand we have produced the above illustrated conversion set which we are confident will be greatly appreciated. The price of the conversion is exceed right reasonable, and you will have what is to all intents and purposes a brand new car when the conversion is completed. Our demonstration car is built up purposely upon a Ford chassis which has seen considerable service as an ambulance under war conditions. If you will avail yourself of a trial run, you will appreciate the amazing difference which the alterations we have effected make to your comfort.

SPECIFICATION

The specification of the conversion is given below, and the price includes all charges but does not nelude the cost of an ordinary overhaul to the chassis, should this be necessary.

Ford four-seater touring body, fitted with one-man hood, adjustable front seats, one-piece adjustable screen. new taper bonnet, petrol tank under the dash, special domed mudguards, special running boards, special raked steering, Aerolite Pistons fitted to engine, five Riley detachable wheels and five sets of discs, electric side and tail lamps lit from battery, head lamps lit from Ford Magneto, Zenith Carburetter, making it possible to use Benzol, rubber pedal covers. Body painted any colour to suit customer. Complete conversion effected within five weeks from receipt of your car.

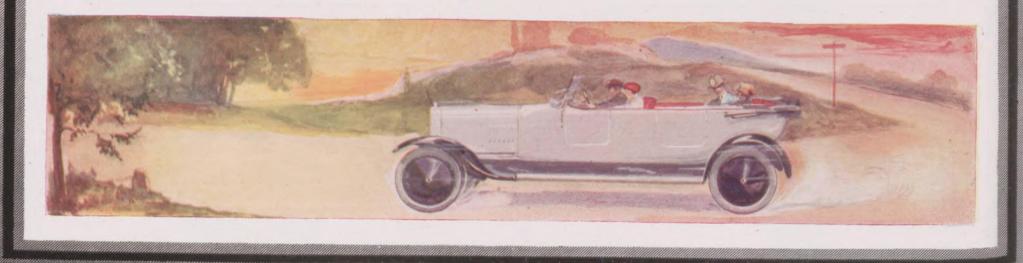
Price of conversion, £195

Make an appointment and try our demonstration car. You will be astonished at the improvement in the running and comfort of the car.

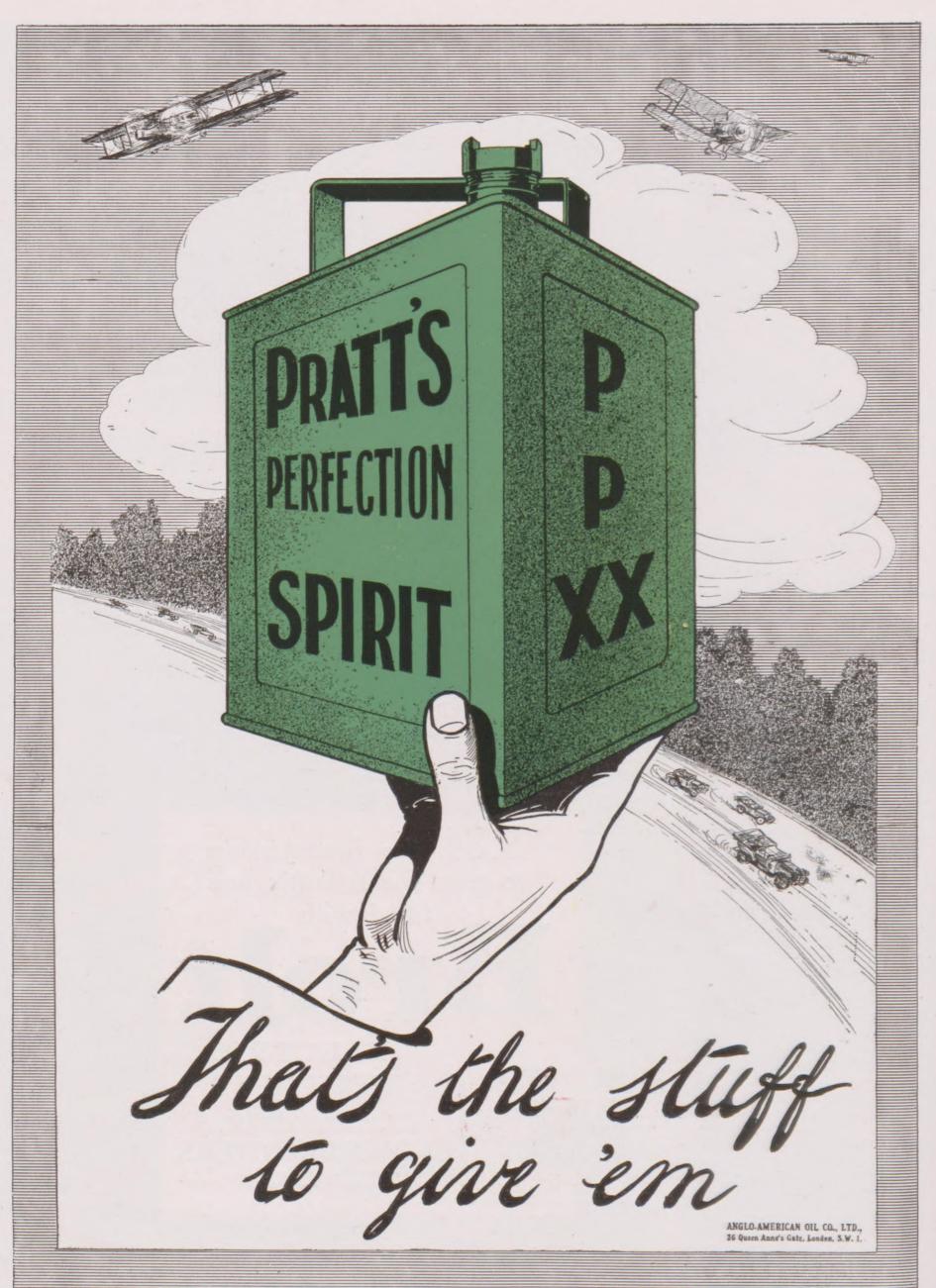
GEORGE ENGLAND, LT AUTOMOBILE . AGENTS . AND . ENGINEERS

HEAD OFFICE, HERSHAM ROAD., WALTON-ON-THAMES. Phone: 161 Walton-on-Thames ST. GEORGE'S HOUSE, 193 REGENT STREET, W.1.

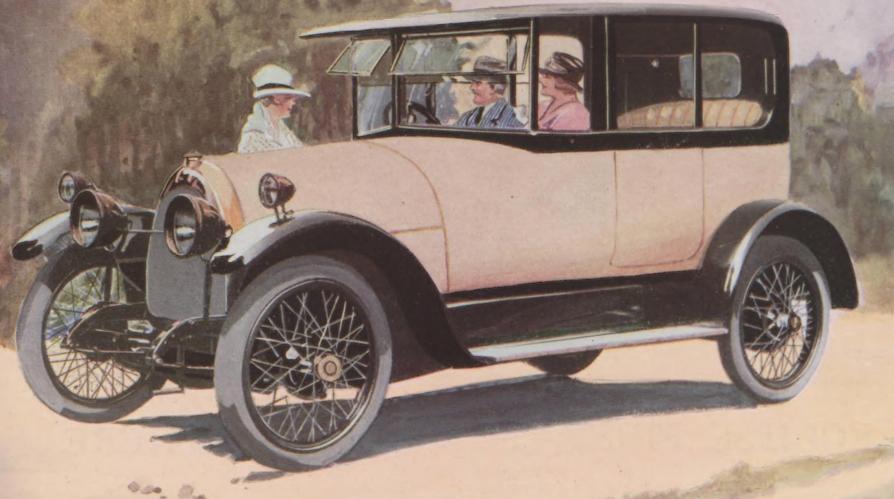
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ARESENTBOCY on any Chassis makes a Beautiful Car.



HAVING secured delivery of various Chassis of high-class makes, may we quote you for your new car?



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Eclipse: after a picture by George Stubbs

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Moral

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DANIEL SMITH, OAKLEY, & GARRARD

LAND AGENTS, SURVEYORS, and AUCTIONEERS ANNOUNCEMENT OF FORTHCOMING SALES

PRELIMINARY NOTICE.

MIDDLESEX.

Adjoining NORTHOLT HALT STATION (G.W.R.) between HARROW and SOUTHALL.
THE VERY VALUABLE AGRICULTURAL PROPERTY (with Building Attractions) known as the

NORTHOLT ESTATE.

situated in the parishes of Northolt and Ruislip, and including THREE GOOD FARMS

known as

COURT, MANOR, and SMITH'S FARMS,
each with HOUSE and HOMESTEAD.
VALUABLE ACCOMMODATION LAND,
EIGHTEEN COTTAGES, and
TWO LICENSED HOUSES
known as the

"LOAD OF HAY" and "THE CROWN INN," all in the village of Northolt and covering an area of about

540 ACRES. MESSRS. DANIEL SMITH, OAKLEY, & GARRARD will offer the above PROPERTIES for SALE by AUCTION,

EARLY IN SEPTEMBER NEXT,

For further particulars, when ready, apply to the—
Solicitors: Messrs. Nicholl, Manisty & Co., of 1, Howard
Street, Strand. W.C.2.
Land Agent: Edward J. Rose, Esq., 58, Cornmarket
Street, Oxford; or the
Auctioneers: 4-5, Charles Street, St. James's Square,
S.W.I.

Telephone: Gerrard 1474. Telegrams: Yelkao Charles, London.

By Order of MRS. S. M. CROSSLEY.

SOMERSET.

About three miles from Langport.
THE BEAUTIFUL RESIDENTIAL and AGRICULTURAL ESTATE known as

BURTON PYNSENT.

With excellent Georgian Residence, recently restored, standing on high ground commanding glorious views over Sedgemoor and the surrounding country. The Estate possesses some very fine timber and ornamental trees, together with modern Stabling, Model Farm Buildings, &c., and Five Cottages, the whole extending to about

293 ACRES.

MESSRS. DANIEL SMITH, OAKLEY, & GARRARD are instructed to offer the above PROPERTY for SALE by AUCTION

IN SEPTEMBER NEXT

(unless previously disposed of by Private Treaty). Further particulars and orders to view may be obtained

Auctioneers: 4-5, Charles Street, St. James's Square, S.W.I.

Telephone: Gerrard 1474. Telegrams: Yelkao, Charles, Solicitors: Messrs. Lee and Pembertons, 46, Lincoln's Inn Fields, W.C.2.

PRELIMINARY ANNOUNCEMENT? By Order of JAMES CHAPMAN, Esq.

KENT.

In the well-known fruit and market garden district, close to

SWANLEY.

on the S.E. and C. Railway.

Valuable FRUIT FARMS, Small Holdings, Accommodation
Lands, Two Licensed Premises, Cottage Property, Woodland,
&c., being portions of

THE PAUL'S CRAY HILL ESTATE,
Situated in the Parishes of St. Paul's Cray, St. Mary Cray,
North Cray, Swanley, and Dartford, extending to an area of about

1,080 ACRES, and PRODUCING an ANNUAL RENT ROLL of about £2,900

(excluding the woods and all lands in hand).

MESSRS. DANIEL SMITH, OAKLEY, & GARRARD are instructed to offer the above PROPERTIES for SALE by AUCTION, in Lots,

IN SEPTEMBER NEXT

(unless previously sold privately).

For further particulars, when ready, apply to the—
Solicitors: Messrs. Trower, Still, Parkin & Keeling, 5, New
Auguare, Lincoln's Inn, W.C.2:

gent for the Estate: Octavius Knox, Esq., Abinger Hammer, Dorking, Surrey.
Auctioneers: Messrs. Daniel Smith, Oakley, & Garrard,

4-5, Charles Street, St. James's Square, S.W.I.

TELEPHONE, GERRARD 1474.

PRELIMINARY ANNOUNCEMENT.
By Order of HIS GRACE the DUKE OF LEEDS.

YORKSHIRE.

Within a few miles of Bedale.

FIVE COMPACT FARMS, comprising Butterwell, Northfield, Storra Pasture, Cobshaw, and Langthorne Hall Farms, THREE SMALL HOLDINGS, a FULLY LICENSED INN, COTTAGE PROPERTY, ALLOTMENT GARDENS, &c., being the outlying portions of

THE NORTH RIDING ESTATE,

situated in the Parishes of Patrick Brompton and Langthorne, extending to a total area of about

1,177 ACRES,

and PRODUCING a TOTAL RENT ROLL of about

PER £1,526 ANNUM.

MESSRS. DANIEL SMITH OAKLEY, & GARRARD are instructed to offer the above PROPERTY for SALE by AUCTION,

IN SEPTEMBER NEXT

(unless previousy disposed of privately).

For further particulars, when ready, apply to the—
Solicitors: Messrs. Lowe & Co., 2, Temple Gardens, Temple, E.C.4.

Resident Agent: O. W. Hunt, Esq., Estate Office, Hornby

Castle, Bedale; or to the
Auctioneers: Messrs. Daniel Smith, Oakley, & Garrard,
4-5, Charles Street, St. James's Square, S.W.r.
Telephone: Gerrard 1474. Telegrams: Yelkao, Charles,

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MORNINGTON CRESCENT.

Adjoining the Tube Station, and with frontages to the Hampstead Road and Mornington Crescent.

AN EXCEPTIONALLY FINE BUILDING SITE, extending to

ABOUT 41 ACRES

MOST VALUABLE FREEHOLD BUILDING LAND, affording a most unusual opportunity to Builders, Manufacturers, and others requiring large sites for works or residential dwellings, or to Investors for development.

The above PROPERTY will be offered for SALE by AUCTION,

AT AN EARLY DATE

(unless previously disposed of by Private Treaty.
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NEAR EXETER A very attractive FREEHOLD RESIDENTIAL, SPORTING AND AGRICULTURAL PROPERTY, known as the

HALDON ESTATE,

occupying a fine position about four miles from Exeter, with magnificent views, including Dartmoor and the Estuary of

magnificent views, including Dartmoor and the Estuary of the Exe, and having considerable sporting attractions.

THE MANSION, which dates from early in the 18th Century, and has been considerably improved from time to time, is substantially built and overlooks a beautifully timbered undulating Park, with well laid out pleasure grounds, also

EIGHT GOOD FARMS,

Small Holdings and Cottages, and valuable woodland, the

Small Holding: and Cottages, and valuable woodland, the whole covering, an area of about

2,834 ACRES,

and producing a RENT ROLL of about

£2,227

(exclusive of MANSION, PARK, WOODLAND AND HOME FARM).

POSSESSION OF THE MANSION AND LANDS IN HAND WILL BE GIVEN ON COMPLETION.

MESSRS. DANIEL SMITH, OAKLEY, & GARRARD have received instructions to offer the ESTATE for SALE

IN THE AUTUMN,

unless previously disposed of privately. For further particulars apply to the Agents, Messrs. Ellis, Son & Bowden, Bedford Chambers, Exeter. Auctioneers: Messrs. Daniel Smith, Oakley, & Garrard,

4-5, Charles Street, St. James's Square, London, S.W.r. Telephone: Gerrard 1474. Telegrams: Yelkao, Charles,

For Sale with immediate possession, or would be Let.

BERKSHIRE.

An Attractive Freehold Residential Property known as

MOOR HALL,

near Cookham Station, G.W. Rly., only 27 miles from London, comprising a handsome Residence with the following accommodation:—Lounge hall, three reception rooms, billiard room, and study, twelve bed and dressing rooms, bath room (h. and c.), &c.; model stabling affording seven stables, four loose boxes, harness room, coach-house, and garage, and three cottages. All in excellent condition.

Good pasture land. Area about

42 ACRES.

For further particulars apply to—MESSRS. DANIEL SMITH, OAKLEY, & GARRARD, 4-5, Charles Street, St. James's Square, S.W.r.

NOTTING-HILL, W.

TO BE SOLD WITH POSSESSION ON COMPLETION.
The CHARMING FREEHOLD RESIDENCE known as

54, LADBROKE GROVE,

containing

containing
eight bed and dressing rooms, three reception rooms, oak
panelled hall and vestibule, bath room, four w.c.'s, and
excellent light domestic offices; electric light throughout.
Backing on to extensive private gardens.
The House is in excellent order and may be confidently
recommended to all who are seeking a moderate sized house
in this favourite quarter.

in this favourite quarter.
For further particulars apply to—
MESSRS. DANIEL SMITH, OAKLEY, & GARRARD,
1-5, Charles Street, St. James's Square, S W t
Or to Messrs. Thomas EGGAR & Co., Solicitors, 9, Old Stryne, Brighton.

34, KENSINGTON PARK GARDENS, W.

This FREEHOLD PROPERTY,
containing nine bed and dressing rooms, large dining and
drawing rooms, and usual offices,
TO BE SOLD WITH POSSESSION.

The house stands in a wide quiet thoroughfare and backs on to

private gardens.
For further particulars apply to
MESSRS. DANIEL SMITH, OAKLEY, & GARRARD,
4-5, Charles Street, St. James's Square, S.W.r.; or to
Mr. Frank Swain, 170, High Street, Notting Hill Gate, W.

BY ORDER OF TRUSTEES.

PART OF THE BATTLE BRIDGE ESTATE.
FREEHOLD PROPERTIES AND GROUND RENTS,

The Important PARCELS of WITH EARLY REVERSIONS IN MANY CASES,

as set out nereunder.			
	Total		Date
	Ground		
			version.
Description.	- 40	S.	
I. 34-44 (even), Britannia Street			7046
			1946
(165-171 (odd), King's Cross Road)			1925
2. 4-72 (even), Britannia Street			(yearly
(14-24 (even), Britannia Street)		te	enancies.)
(Area about 17,000ft.)			
3. 7, 9, 11, Britannia Street	31	IO	1930
J 149-163 (odd), King's Cross Road			
4 (1, 3, 5, Britannia Street	55	0	1926
(Area about 11,500ft	.)		
5. 143, 145, 147 (odd), King's Cross	-,		
Road	160	0	1921
6. 139, King's Cross Road	8	_	1936
7. 3, Wicklow Street	4		1936
0 (13) 321' 13 - 0			2 0
	47	0	1972
9. 19-29 (odd), Wicklow Street	18	0	1939
(Area about 4,300ft.)			
(47, Wicklow Street	7	0	1959
10. 49, Wicklow Street	IO	0	1926
(51, 53, 55, Wicklow Street	31	IO	1930
(Area about 3,700ft.)			20
II 57-67 (odd), Wicklow Street	15	0	1927
(Area about 4,400ft.)			
MESSRS. DANIEL SMITH, OAKLE	Y. 8	& G.	ARRARD
are instructed to offer the above PROP			

by AUCTION, in Lots, at Winchester House, Old Broad Street E.C.

IN THE EARLY AUTUMN

(unless previously sold by Private Treaty).

For further particulars apply to—
Solicitors: Messrs. Lucas & Sons, 21, Surrey Street,
Victoria Embankment, W.C.2; or to the Auctioneers: 4-5, Charles Street, St. James's Square,

Telephone: Gerrard 1474. Telegrams: Yelkao, Charles, London.

4 & 5, CHARLES STREET, ST. JAMES'S SQUARE, S.W.I

TELEGRAMS, YELKAO, CHARLES, LONDON

MESSRS. WHITELEYS

AUCTIONEERS——ESTATE AGENTS——VALUERS

QUEEN'S ROAD, LONDON, W.2

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ESTATE DEPT.

COUNTRY HOUSES AND ESTATES

BEDS.

PRETTY BLACK AND WHITE RESIDENCE in charming, picturesque spot, with 5 acres of well laid-out grounds, rock gardens, shrubberies, paved walks and paddocks, near golf links, hunting and shooting. House contains 5 bedrooms, 2 dressing rooms, reception rooms, kitchen and offices, gas radiators and exercise convenience in excellent condition. Garage and every convenience in excellent condition. Garage and outbuildings. Freehold, £4,000. C.R. 9487.

BERKS.

NEAR BOULTER'S LOCK. DETACHED Elizabethan House, and approached by a carriage drive, with lovely rose garden, tennis and croquet lawns, paddock, and kitchen garden, comprises a house of 6 bedrooms, 3 reception rooms, bath, kitchen and offices. Garage (1 or 2 cars) and tool shed. Chicken and duck houses. Stag-bounds, fishing and boating in locality. £3,500 Freehold.

SUSSEX.

GENTLEMAN'S SMALL ESTATE, comprising a House of 14 bedrooms, 2 dressing rooms, 5 reception rooms, 2 bathrooms, kitchens & offices, and totalling 53 acres, including 3 tennis lawns and beautiful gardens, summer house and chalet or bathing house, approached by a rustic bridge, stabling for 8, farm buildings, greenhouses, coach houses, etc. Excellent drains, and spring water. Electric light. Price £15,000. C.R. 7191.

HANTS:

A FINE GEORGIAN RESIDENCE in an elevated approached by two carriage drives and with lodge entrance. There are 17 bed and dressing rooms, 4 reception rooms, 6 bathrooms, kitchens, pantries, and excellent servants' office. The grounds are picturesque and well timbered, and there is a pretty lake with boathouse and boat, the stabling and garage accommodation is good. Excellent water, and drainage on the latest is good. Excellent water, and drainage on the latest principle. Electric light throughout. Price £16,000.

KENT.

15 MINUTES FROM GOEF and detached minutes to station. Charming modern detached MINUTES FROM GOLF LINKS, and 10 residence, facing S.W., and in good decorative repair, comprising 7 bedrooms, 3 reception rooms, bath, kitchen and offices, nice garden, with tennis lawn, fruit trees, Dutch garden, gas and electric light, company's water and main drains. £3,500.

SURREY.

ENTLEMAN'S RESIDENTIAL HALL & FARM. GENTLEMAN'S RESIDENTIAL HALL & FARM, comprising 9 bedrooms, 4 reception rooms, 2 bath rooms, kitchens and offices. The property is placed in an ideal situation amongst most beautiful surroundings, splendid gardens stocked with peach and fruit trees, hot greenhouses and vinery. Garage, cowsheds, poultry houses and other farm buildings. There are 5 acres of woodland, and the property is a charming and desirable

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MESSRS. MAPLE & CO. ESTATE AGENTS & VALUERS,

Telephone-MUSEUM 7000

TOTTENHAM COURT RD., LONDON, W. And at BRIGHTON & EASTBOURNE



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GREENFIELD HALL, LALEHAM, SURREY.

18 miles from Marble Arch, 20 minutes rail of Waterloo. Handy for favourite reach of the river.

THIS CHOICE FREEHOLD RESIDENTIAL PROPERTY, CHARMING COUNTRY HOUSE,

of moderate size, electric light, telephone, every modern comfort, MOST WONDERFUL GARDENS,

unique in character and known throughout the Kingdom. Fine modern stabling, garages, 6 model cottages, lodge, palm house, range of glass, hackney stables, cric.et pitch and exercising ground. perfect in every detail, and has 8 ACRES (for the most part FREEHOLD),

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Within 10 miles of Marble Arch, in a RURAL AND CHOICE RESIDENTIAL DISTRICT, close to station and fine golf course. FREEHOLD,

GENUINE OLD GEORGIAN HOUSE, sumptuously appointed. Panelling, teak floors, electric light; 11 bed rooms, 2 dressing rooms, 2 modern bath rooms; fine old hall. old panelled study, large drawing and dining rooms, etc. FINELY TIMBERED GROUNDS,

Stables, 2 cottages, and farmery, in all about 101 ACRES.

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29 FLEET ST., LONDON, E.C.

FAREBROTHER.



"Kings and Queens have idled here awhile, then passed on their allotted way."

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Historical Norman Castle

in Deer Park

To be Let Furnished.

Fine Banqueting Hall with Parquet Flooring. Accommodation for 50 persons. Chapel. Electric Light. Central Heating. Capital offices. Gas.

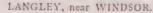
Stabling & Garage. Delightful Pleasure Gardens & Grounds. Golf.

Magnificent views. Personally inspected and strongly

recommended.

5 Reception, 15 Bed and Dressing Rooms. Electric Light, Stabling and Garage, Farm Buildings with 3 Cottages. Charming Park Lands.

Total, 51 Acres. Immediate possession For sale privately.





SUFFOLK, I MILE FROM IPSWICH.

5 Reception, 30 Bed and Dressing Rooms. with or without beautiful furniture. Home Farm. Noble Park. 3 Lodges and Cottages. 295 Acres. Immediate possession. For sale by private treaty.



SURREY, near GUILDFORD.



6 Reception, 20 Bed and Dressing Rooms, Stabling, Garage. Sandy Soil. 350 ft. above Sea level. Home Farm. Woodlands. 213 Acres. For sale by private treaty.

Gentleman's Pleasure Farm. 230 Acres. Comfortable House. 4 Reception, 12 Bed and Dressing Rcoms. 4 Cottages. Attractive Sporting. For sale privately.

SUSSEX, 8 MILES FROM HORSHAM.



THE RIVIERA.

The present time offers a good opportunity for securing a choice Villa for the Winter Season. Messrs. Farebrother, Ellis & Co. have facilities for negotiating the letting, Selling or purchasing of Land and Villas on the French and Italian Littoral.

4 Reception, 12 Bedrooms, 5 Bath Rooms. Electric Light and Heating. Stabling, Garage. Pleasure Grounds, Wood & Farmlands. 80 Acres. For sale privately.

SUSSEX AND KENT.





In one of the loveliest districts of Surrey.

A BEAUTIFUL

TUDOR-STYLE RESIDENCE,

seated high up in charmingly timbered grounds and parklands of nearly

150 ACRES,

with two lodge entrances, about 20 bed rooms, five bath rooms, spacious halls, reception and billiard rooms; FIRST-CLASS STABLING, GARAGE, and COTTAGES; capital HOME FARM with good BUILDINGS; ELECTRIC LIGHT, HEATING, TELEPHONE; EXTENSIVE VIEWS.

A Gentleman's choice Residential Property.

TO BE SOLD.

Agents: ALEX. H. TURNER & CO. 69 SOUTH AUDLEY STREET, W.I.

ON THE BEAUTIFUL HILLS Near PETERSFIELD,

with extensive views, a
CHARMINGLY APPOINTED and DECORATED
RESIDENCE,

scated in EXCEEDINGLY LOVELY GARDENS and GROUNDS,

and meadows approached by a winding carriage drive, and containing 9 bed, 2 bath and 4 reception rooms, and hall; gardener's cottage, stabling, garage, and also farmhouse and buildings, in all about 15 acres.

TO BE SOLD.

Full particulars of
ALEX. H. TURNER & CO.
GUILDFORD,
And 69 SOUTH AUDLEY STREET, W.I.

ADMIRABLY SUITABLE FOR A COUNTRY AUTOMOBILE CLUB



FOR SALE

DOWDESWELL COURT, near CHELTENHAM, In a high and lovely position on the Cotswolds.

A BEAUTIFUL GEORGIAN RESIDENCE seated in a finely timbered park, with two lodges and carriage drives winding through the park, ornamental lakes DELIGHTFUL OLD GARDENS and GROUNDS with terraces, OCTAGON MUSIC ROOM, and ROMAN BATH, spacious halls and reception rooms, 23 bed and dressing rooms, several bath rooms; electric light, heating, and every convenience, together, if required, with capital home farm, and other farms with superior houses and buildings, small private residence, well placed woodlands, etc., in all about 700 ACRES.

Full illustrated particulars of
ALEX. H. TURNER & CO.
69 SOUTH AUDLEY STREET, W.1.

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Telephone: Gerrard 2727 (3 lines) 196, PICCADILLY, LONDON, W.1 "Goddarsmi, Picey, London"



EAST ANGLIA

In the heart of the Pheasant Shooting District. An exceptionally fine Freehold Sporting Estate of over

2,600 ACRES

BRANDON PARK SUFFOLK

This charming depicted Residence, well equipped, amidst well-established and beautifully Timbered Gardens and Grounds. Spacious Hall, 4 Reception Rooms, 20 Bed and Dressing Rooms, 2 Bath Rooms, and well shut-off, compact offices, all arranged on two floors.

ELECTRIC LIGHT. CENTRAL HEATING. TELEPHONE.
GOOD WATER SUPPLY. UP-TO-DATE DRAINAGE. SANDY SOIL.
Capital Garage, Stabling, Keepers' and Gardeners' Cottages. Two Lodge entrances. Tastefully displayed grounds.
Tennis & Croquet Lawns. Walled Kitchen Garden. Abundance of Fruit. Orchard. Range of glass in first-class order.

A SMALL DEER FOREST

Well placed Coverts, Plantations, Woldlands. Small Farm with all the necessary buildings. Agent's House.

About i 50 acres arable all in hand.

The whole Estate is in good order, extremely well timbered, and forms a natural home for game, and is capable of rearing a large number of vheasants

For Sale by Private Treaty or by Auction in the autumn



FULL ILLUSTRATED PARTICULARS OF

GODDARD & SMITH · · · · 196, PICCADILLY, LONDON, W.1.

Messrs. Alfred Savill & Sons have the following Residences for disposal

ESSEX GREAT WARLEY COOMBE LODGE

TO BE LET OR FOR SALE

A finely-built mansion, admirably planned and luxuriously appointed, standing about 400 feet above sea level, on gravel soil, with magnificent views. Within two miles of main line station (Brentwood) and about 18 miles from Town. The accommodation includes fine hall with oak staircase, 5 imposing reception rooms, 22 bed and dressing rooms, 5 bathrooms, and complete domestic offices. Central heating. Company's water. Gas. Stabling for 9, and secondary stabling in addition. Lodge entrance, 2 gardeners' cottages. Grounds of great charm, with delightful lawns with clumps of flowering shrubs, wild gardens, ornamental water, tennis and croquet lawns, kitchen gardens with sufficient glass, the whole extending to about 40 acres. Further details on application.

BERKS NEWBURY FALKLAND LODGE

FOR SALE BY PRIVATE TREATY

This delightful residential property, within 2 miles of main G.W.R. station with fast train service to Town and to the South and West of England. The house stands 400 feet above sea level, on gravel soil, in a favourite social and sporting district, and commands glorious views. The accommodation includes lounge hall, billiard room, 3 other reception rooms, 11 bed and dressing rooms, 2 bathrooms, excellent domestic offices. Two cottages, stabling for 4, coach-house or garage. Electric light, gas, main drainage. Company's water. Central heating. The grounds are a feature of this property, are well laid out but inexpensive of upkeep, and extend to about 17 acres. Further details and orders to view may be obtained on application.

ESSEX SHENFIELD HUTTON BURSES

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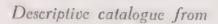
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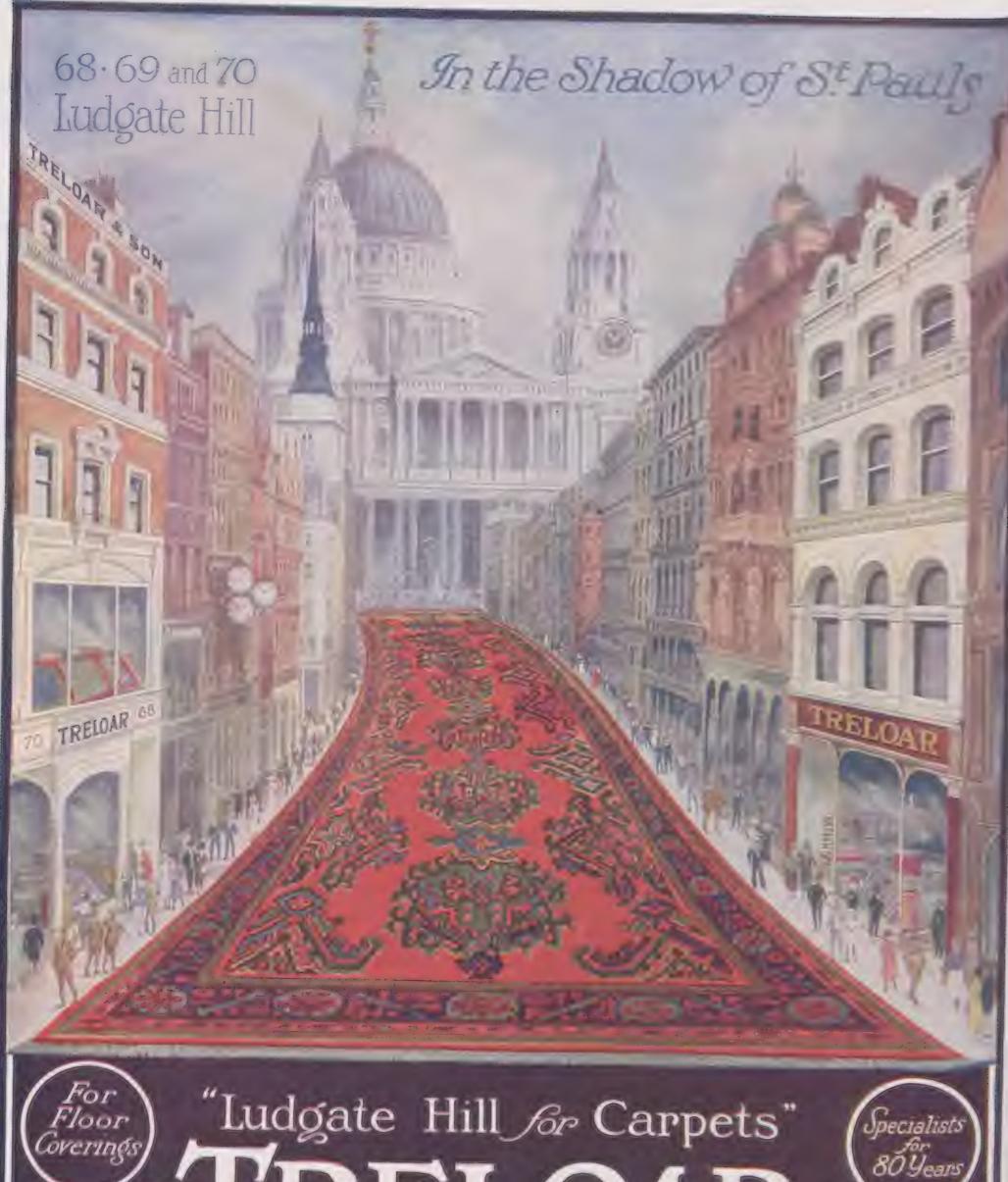
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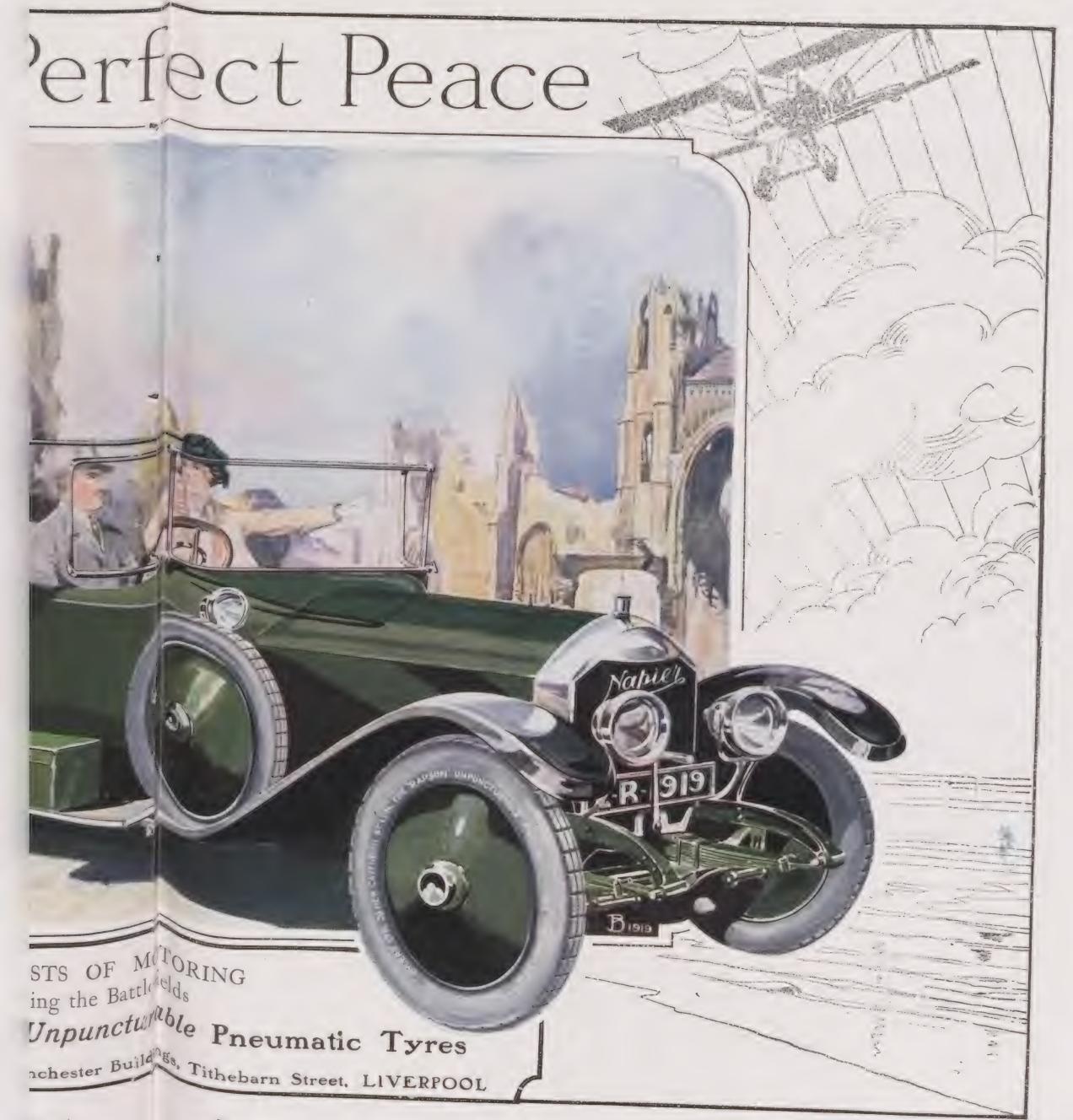


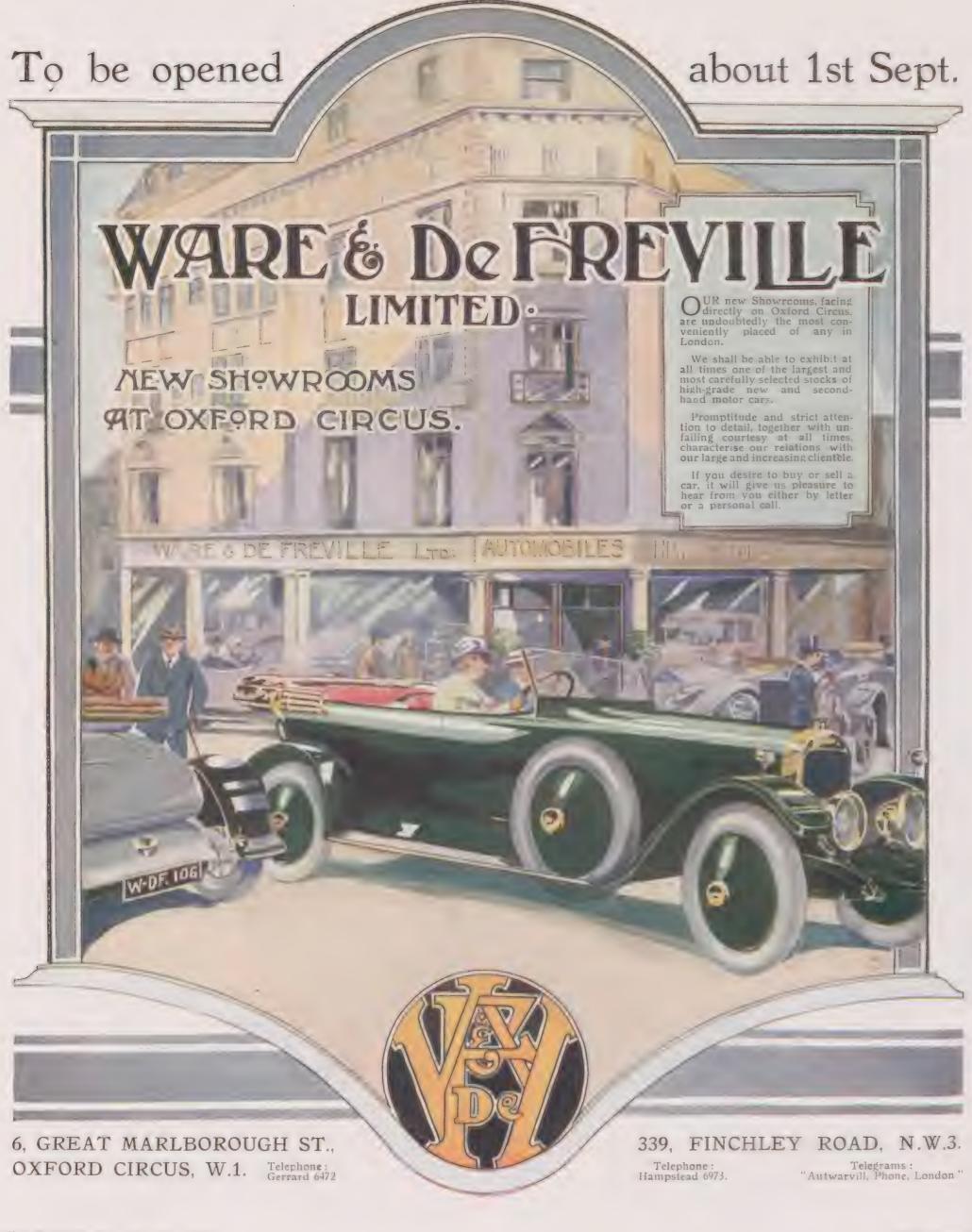
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THE INTERESTS OF MOTORING
No. 1. Viewing the Battle elds
Rapson Victory Unpuncturable Pr

RAPID JACH CO., 22 Manchester Build Tithel







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So Modest!



Mr. Bonar Law recently assured the House that Sir Eric Geddes, though "regarded as an autocrat," was "one of the most modest men he knew," and added "There is no truth in that." The later clause of this contradictory deliverance so nearly conforms to the popular view that our artist has given it humorous expression.



EDITORIAL JOTTINGS.

Now that the Ways and Com-What It munications—otherwise the "Rail-Means. way Relief "-Bill has passed its third reading in the Commons, it is feasible to single out from the protracted discussions which the measure has evoked in Committee the drastic changes which have been made in its original form. In the first place, Sir Eric Geddes has been refused the power to which he aspired of controlling docks, harbours and piers. Apparently it was a case of "money talks," and the Government yielded to pressure from powerful corporations, while it would not accede to the considered representations of the county councils on the question of coupling roads with rails.

A Roads Comittee. Important achievement of the opponents of the Bill was in securing the appointment of a Roads Advisory Committee as a statutory body. It must consist of five representatives of highway authorities, and five drawn from the ranks of road-users. This Committee will have the power of initiative, and its activities are not to be restricted to the questions which the Minister may or may not choose to refer to it. Insomuch as the would-be autocrat of transport strenuously opposed the creation of this Committee, its adoption by the House may be regarded as a distinct triumph for the road-

using members. It is nevertheless matter for regret that the Committee is denied the right of reporting to Parliament direct, and motorists must therefore leave no stone unturned to ensure that the Committee is not muzzled, and that means shall be found by which its views may be made known to the public at large. Nor must it be forgotten that Sir H. P. Maybury, the chief of the Roads Department of the Ministry of Transport, has forgotten more about roads than Sir Eric Geddes ever knew, and that the measure of the latter's sincerity will be the degree of deference which he pays to the recommendations of one whom he himself described as the greatest of British road-builders.

But now we come to a vital aspect The Danger of the subject which so far appears to have been persistently ignored. Too many private motorists have been more or less passive in regard to the Bill because they have laboured under the impression that, after all, it was only a question of the control of motorlorries. The very opposite is the case. All the existing powers of the Local Government Board in respect of motorists and motor-cars are now to be transferred, lock, stock, and barrel, to Sir Eric Geddes. What does this mean? It means that, if he so wills, he can impose ten or five miles an hour speed limits in every quarter He can make us carry gigantic of the land. number-plates, or head-lamps of infinitesimal lighting value; he can determine the structure of our chassis so far as concerns brakes, etc.;

Board?

and, in short, he can harass motor-car owners generally if he has the mind. He can even make it virtually impossible for us to take our cars abroad. That he will be so foolish as to do anything of the kind we are loath to believe. The significant fact remains, however, that the Minister of Transport has full power over the private motorist in all respects as to which the Local Government Board has issued regulations from time to time. The Board has always been the target for anti-motoring bodies, but has performed its duties with a wise discretion. If, on the other hand, these bodies seek to improve the occasion by a renewal of their tactics, can car-owners feel the same security, under the dominance of a railway magnate, as they have hitherto enjoyed under an impartial

After two decades or more of Who are the motoring, it ought to be superfluous to point out that the man who drives his car without consideration for other users of the road is the enemy of his kind. He brings obloquy upon the car-owning community, renders more difficult the task of amending unjust Acts and Regulations, fosters public prejudice, thereby inciting the police to tyranny, and on the road itself inflicts annoyance upon his fellow motorists. None the less it is necessary to remind certain critics that one swallow does not make a summer, and that flamboyant editorials which consist of sweeping denunciations of motorists wholesale can only fail in their effects. A morning journal recently came out with an attack on the "road-hog" which suggested nothing if not the fact that cars generally were recklessly driven. Its tone and temper recalled, indeed, the kind of thing that did duty when anti-motoring prejudice was rampant in the early years of the present century.

Nevertheless the onslaught was A Question of quite unsupported by evidence, and the question may be asked—
Is a daily paper to be accepted as an arbiter in a matter of this kind? What means has it of procuring data that are comprehensive and to be trusted? No daily maintains a staff of men on cars to drive over all the country roads and see things for themselves. Reporting work is almost entirely confined to urban areas, and

that fact of itself discounts an anti-motoring diatribe, insomuch as the police in towns are well able to control reckless driving if it should display itself. Before we are asked to believe that our highways generally are race-tracks from end to end, scoured by innumerable scorchers, we must know who are the men who make specific allegations to that effect, and what measure of proof they are prepared to And there is one circumstance in particular which renders any display of furious driving much less probable at this moment than at any other, and that is the fact that nearly every car in use is an old and treasured possession, which requires to be used with especial care lest it should be damaged by forceful methods and leave the owner without a car at all. New cars are not so easily obtained as to render the sacrifice of existing vehicles aught but a highly unpleasant prospect.

There is something to complain Unskilful about, of course, in another respect -namely, the fact that there is a great deal too much unskilful driving to be encountered on the roads and streets. people learned to drive a car, in a fashion, during the war who were not motorists in 1014. Some of these are lacking not only in road experience but in "road sense," and have embraced with more enthusiasm than discretion the opportunities which the cessation of hostilities has afforded. That there are blunderers of this kind on the road it cannot be denied, nor is it easy to devise offhand a method of curbing their exuberance. But, greatly as is this feature of 1919 motoring to be deplored, it cannot legitimately be put on a par with "roadhogging," which implies the driving of cars at their highest speed, whether for purposes of advertisement or a desire to "get there" in the shortest possible time, without regard to the feelings or convenience of other users of the road.

We have every reason for believing that provision will be made in the 1920 Budget for the earmarking of motorists' taxes, in accordance with the 1909 scheme, exclusively for the roads. The Chancellor of the Exchequer fully recognises the nature of the original Parliamentary compact, and is quite in accord with the views of motorists on this matter.

BOONS FOR THE MOTOR-OWNER.

Mr. Lionel Rapson's Invaluable Inventions.

I may be said with confidence that no one in recent years has addressed himself to the needs of the motor-owner with such assiduity and success as Mr. Lionel Rapson.

For what. after all, are the three things which are earnestly but vainly desired by every driver of a car, even while enjoying every modern improvement in chassis construction? Detachable wheels and demountable rims have robbed tyre punctures and bursts of some

of their terrors, but the fact still remains that to jack up a car is a crude and clumsy process; consequently the owner-driver who starts on a journey with his family on board, and no

chauffeur, hopes above all else that he will have no tyre troubles on the way, no matter what spare wheels he carries.

Secondly, in spite of great improvements in

hood construction, there are many even "one-man" hoods which cannot be unfurled from the front unless the driver climbs on to the back seat, while if he stands behind the car it is difficult for him to push up the hood unaided unless he is a very tall man. A cabriolet top,



A CAR SUPPORTED AT ALL FOUR CORNERS BY MEANS OF RAPID JACKS.

of course, is more difficult still to manipulate.

Lastly, there is the question of avoiding punctures altogether. The unpuncturable pneumatic tyre has always appeared as impossible



THE HOOD OF A LARGE CAR, FITTED WITH A RAPSON MECHANICAL HOOD-LIFTER, BEING INSTANTANEOUSLY RAISED BY A CHILD.

of attainment as the elixir of life and the philosopher's stone. Wherefore a quick and effortless method of raising a car from the ground, an easy way of unfurling a hood, and a pneumatic tyre that will not puncture, are three wants that have long awaited fulfilment.

It is virtually impossible to deny that Mr. Rapson has "filled the bill" in respect of the first two, while, after a personal test, we are led to indulge the hope that he has solved the problem of the unpuncturable pneumatic tyre.



A RAPID JACK PERMANENTLY ATTACHED TO A FRONT AXLE.

As to the question of jacking up, we have been familiar for some time with the claims, on paper, of the Rapid jack of Mr. Rapson's invention, and it appeared primâ facie to be all that could be desired; but the actual effectiveness of the device proved a veritable revelation of simplicity and ease when, a few days ago, we had an opportunity of putting it to the test. From personal trial we found that a big touring car could be raised from the ground with a mere thumb and finger effort, and doubtless a man with strong hands could twirl the handle with one finger alone.

The difference between this amazing ease and the straining at an ordinary jack has to be experienced to be believed. It is so emphatic that, if it could be defined in words, scepticism would be entirely pardonable; but at least we may urge the reader to embrace the first opportunity that offers itself of testing the Rapid jack for himself, in which case we can guarantee him a complete surprise.

It is a boon in itself to have four jacks permanently in situ on a car, so that, when a wheel has to be changed, there is no hurried rush to the tool-chest, nor time lost in the struggle to get an ordinary jack into position underneath the axle and to raise the wheel laboriously from the road. Instead of all this the driver has merely to see which tyre is punctured, turn down

the nearest jack, and almost in the twinkling of an eye he can have the wheel free to revolve and be removed. Wheel changing on the road, in fact, can be almost as expeditiously effected on an ordinary touring car fitted with Rapid jacks as used to be the case in big Continental races, with a squad of men turned on to the job, before the conditions were altered and the driver and mechanic had to do everything for themselves. Indeed, when racing is revived, these jacks will be worth their weight even on a racing chassis.

But the chief value of the jacks is their smoothness of working, and this has been secured by the introduction of an anti-friction device, which is nothing more nor less than the application of the travelling steel ball to a jack screw. As a result the jack works as smoothly as if the casing were lined with ball-races from top to bottom. The effect is marvellous.

It is this anti-friction device which Mr. Rapson has also applied to the problem of instantaneous hood-lifting. He runs a screw-shaft across the back of the car, inside the body, with lever extensions to the hoop sticks, controlled by wire cables. Outside the body a bracket is fitted to the end of the shaft, with a detachable handle, and a child can raise the hood with ease.

As for the unpuncturable tyre, until we had



THE SAME JACK EXTENDED, WITH THE WHEEL RAISED.

seen Mr. Rapson's design, we would have yielded to no one in scepticism as to the possibility of this desideratum being produced without hopelessly impairing the essential properties of the pneumatic system. But, though unable for the present to divulge details, we are bound to say that the device is full of promise, and we look forward with no ordinary degree of interest to the 'R.A.C. trial to which it is to be submitted. If the invention, which is novel and remarkable alike, survives that official test Mr. Rapson should become a millionaire.

THE IDEAL MOTOR-HOUSE.

VERY year sees new recruits added to the ranks of car-owners, and to many of them the necessity presents itself of providing means for the housing of a new car. Owners, too, who change their habitat may leave a house which is duly provided with a private garage, and take over a new dwelling which is not thus equipped.

The local builder may or may not be capable of erecting a building of the right kind, but the probability is that he will not. Experience tells

Purchase on the general bearings of the subject.

I will endeavour (Mr. Purchase writes) to cover some of the principal points to be considered when a motor-house is to be erected to meet the requirements of the majority of motorists who keep a single car, and desire to do so on reasonable lines and at a moderate expense. In many cases it will probably be necessary to house the chauffeur as well as the car, and I



PERSPECTIVE VIEW OF A MOTOR-HOUSE FOR A SINGLE CAR.

in this matter as in many another, and we have therefore invited Mr. E. Keynes Purchase, the architect of the Royal Automobile Club, to furnish a motor-house design for the special benefit of readers of the Motor-Owner. Mr. Purchase, it is only necessary to add, was probably the first architect to address himself to the car-owner's needs, and, as a matter of fact, he was designing private garages so far back as the year 1902.

We reproduce a perspective view of a motor-house for one car and a chauffeur's rooms overhead, and also plans of the two floors, together with some practical notes by Mr.

have provided for this in the scheme under consideration.

Dimensions.—The minimum size to accommodate a car should not be less than 10 ft. wide by 18 ft. long. I would strongly advise, however, a more commodious house.

Width.—There should, in my opinion, be a space of 3 ft. clear all round the car, to allow easy access and to give room to manipulate a tyre and carry on any other small operation.

Length.—It is well to provide sufficient length, not only for a longer car than may at present be owned, but also to give the necessary space at

one end to erect a workman's bench with a small vice and other conveniences.

I therefore think that the most useful and satisfactory size for the motor-house will be found to be 12 ft. wide by 24 ft. long (inside measurements), and, as regards head-room, not less than 8ft. 6 in. clear should be allowed.

A glazed covered space in front of the house for cleaning purposes will be found most useful, and, except in cases where the saving of initial expense is the prime consideration, I would

strongly advocate its provision.

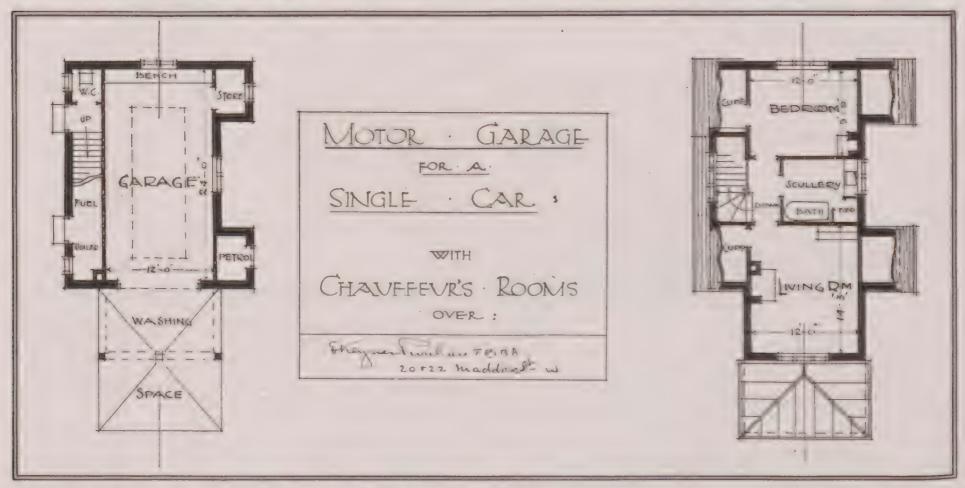
Materials and Construction.—There are many suitable materials, and no doubt different individuals will have different views with regard to the merits and demerits of each. Personally, I favour brick hollow walls, with tiled or slated

motor-house such as is now under consideration.

If electricity is available and naked lights can be avoided, so much the better, and a plug point for a hand lamp will be found most useful.

If an overhead beam is provided of sufficient strength, a loose pulley hoist would be helpful in case any parts of the car had to be lifted out.

The only heat necessary will be in order to keep out frost in really hard weather; a simple low-pressure hot-water system will be the most economical, and, if the boiler is placed outside the motor-house, risk from fire is avoided. The alternative is to dispense with the heating and see that the water is emptied from the car in winter weather. A few ventilators, with "hit



roof and a good granolithic floor. This latter should be laid level longitudinally, with a transverse fall to a centre open channel running from end to end of the house, and a slight fall to an open gulley outside. Windows with a north or east aspect are preferable, otherwise blinds should be provided to ward off the sun.

The washing space should fall to a centre gulley provided with a suitable movable catchpit for collecting the dirt. A draw-off tap should be provided from the water main, preferably just inside the motor-house, and precautions should be taken to protect it as much as possible from frost. It is usually necessary, under existing by-laws, to provide an intercepting tank to prevent the escape of petrol into the drains.

A pit is not necessary or advisable in a small

and miss" shutters, can be introduced with advantage.

A petrol store should be cut off from the motorhouse, with plenty of ventilation, and be entered from the open air.

Each individual will probably have his own ideas with regard to the chauffeur's accommodation. I have shown on my plans what I think would be the minimum requirements for a single man. This accommodation can, of course, be omitted or increased to suit requirements.

With regard to cost, I estimate that the building shown on the accompanying plan could be erected at the present time for about £750. This is an increase of more than 100 per cent. on prewar prices, but perhaps in the near future matters will right themselves and the cost of building will again come down to a reasonable level.

WHY NOT ALL-BRIGHT BODIES?

WO of the most remarkable cars now on the road, each being unique in its way, have one distinctive feature in common. They are the first 1919 Sunbeam, which was secured by Captain Bruce Bairnsfather, and the 225 h.p. Sunbeam-Mercédès of Mr. H. G. Hawker. Where they are akin is in

the fact that the body of each is of brightly polished aluminium.

I drove in Mr. Hawker's car some months ago, when it was in chassis form only, with temporary seats, and have seen it several times since its all-bright body was fitted. The effect was so pleasing that I asked the gallant pilot if any disadvantages attached to the use of aluminium without added paint and varnish, and his reply was an emphatic negative. The car was no more trouble to keep clean and bright, he said, than one of the conventional type.

Now Mr. Hawker's

composite car was of his own assembling, and well indeed he carried out his task. But I chanced the other day to see Captain Bairnsfather's car standing by the kerb, and after a very close inspection it struck me as the smartest vehicle I had ever seen. It was as bright as a silver cup, and, so far from being garish, it had an appearance of extreme refinement. The body was built to the artist's own requirements by the Coventry firm of Charlesworth Bodies, Ld.

Beauty is proverbially in the eye of the beholder, and there is no need to argue with anyone who may find an allbright body displeasing rather than otherwise. Personally, however, I have found each of the cars named nothing if not captivating, and the point I wish to impress accordingly is that there are primâ facie grounds for believing that an all-bright body is a prac-

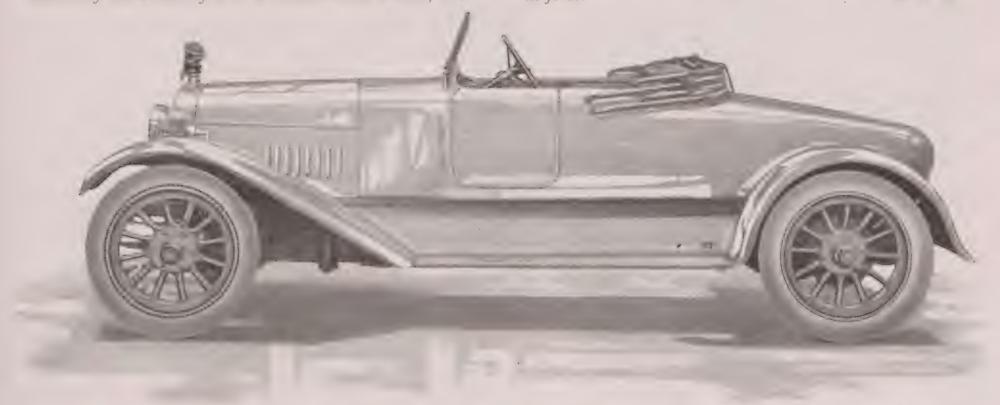
ticable product, and that those who do admire its looks may safely indulge their fancy.

A word or two, by the way, must be added as to certain other remarkable features of the cars in question. The body of Captain Bairnsfather's car is built without a single excrescence of any kind, while he has added nothing on his own account except the lamps and a mascot, even the horn being placed inside the bonnet. The rear portion, moreover, of the body, is built high and wide enough to contain two spare wheels, and a recess is also provided

FRONT VIEW OF CAPTAIN BAIRNSFATHER'S CAR.

behind the seat to hold a suit-case. For general trimness the car would be hard to beat; but of course many things are possible with a two-seater which are impracticable in the case of a four-seater body.

As for Mr. Hawker's car, the successful fitting of a 225 h.p. Sunbeam aircraft engine to a 35 h.p. Mercédès chassis can only be regarded as a veritable tour de force. C. L. F.



THE HANDSOME ALL-BRIGHT BODY OF CAPTAIN BRUCE BAIRNSFATHER'S 16-H.P. SUNBEAM.

MORE NEW MODELS.

American Arrivals to the Fore.

change in the situation since last month, where the car market is concerned. The London showrooms are still practically destitute of new models. At the works themselves, in the Midlands or elsewhere, there is nothing new to report in the way of cars which can be photographed in a completed state. It is true that there is a superfluity of camouflaged material to be found in the trade papers, but it mostly concerns cars which will not see the light for months to come, while the appearance of completeness has been effected by the painting in of bodies on blue prints.

On the other hand several more American cars have arrived in this country, and of these we are able to publish photographic illustrations, as well as those of a number of British cars in respect of which we have already published chassis details in previous issues of the Motor-Owner, although no photographs were available at the time. Further particulars as to new models are appended herewith.

ABRIDGED SPECIFICATIONS.

ANDERSON.

A 40 h.p. engine ($3\frac{1}{4}$ in. by $4\frac{1}{2}$ in.), the six cylinders being cast en bloc, will provide the power for the new Anderson car, which is not, however, at the time of writing visible in this country. It is mounted as a unit with a Borg and Beck dry disc clutch. An engine-starter of the Westinghouse type is employed, and a Connecticut battery and distributer provide the ignition. The wheel-base is 10 ft. and the track 4 ft. 8 in., and the price will be about £625.

APPERSON.

So far back as 1893 the Apperson brothers produced an automobile, and improvements have been introduced from year to year right up to the 1919 model. Hitherto a stranger to the British market, this American car is expected over here in September or October. The eight-cylinder V-shaped engine is of the long stroke, high-speed type, with a bore of 3½ in. and a stroke of 5 in. Lubrication is by the hollow crank-shaft, force-feed system, and a disc, dry-plate clutch is used. The car which is to be imported has a four-seater body, and is amply equipped with a ventilating, rain-vision, rain-proof wind screen, a gear-driven speedometer, ammeter, clock, mechanical tyre pump, electric horn, foot-rail, tools and jack. A one-man type hood is supplied. No price can yet be quoted.

BENTLEY.

In designing the three-litre Bentley car it has been the object of Capt. W. O. Bentley and Mr. F. T. Burgess to

provide a model for the sporting motorist who wants something that will move at a really high speed. Of attractive and fast appearance, the new Bentley has a four-cylinder engine (80 mm. by 149 mm.), which will develop 75 h.p. at 3,000 revolutions. The valves, twin inlet and exhaust, are situated overhead, and an electric engine-starter and dynamo are fitted. The back axle is of the helical bevel type, and the gear-box provides four forward speeds, three point suspension being employed. The wheel-base is 9 ft. 4 in. and the track 4 ft. 8 in. A complete two-seater costs from £750 to £850, but a four-seater or saloon body may be fitted to suit the wishes of the purchaser. All bodies will, however, be built on sporting lines.

BERLIET.

For many years the French-built Berliet car has been popular in England, and, though at the time of writing no model is visible in this country, it is hoped to give delivery in September. Nominally of 15–20 h.p., the engine is cast en bloc, and has a 90 mm. bore and a 130 mm. stroke. An electric engine-starter is now a standard feature of the car, and the power which provides this is also responsible for the lighting. Cantilever suspension is in use, and there are three forward speeds. Steel disc wheels, to which detachable rims are fitted by means of bolts, are standardised. The provisional price of the chassis is £425 (without duty), or a complete five-seated body may be fitted for an extra hundred pounds.

CADILLAC.

Of American cars which were well known in England in pre-war days the Cadillac is one of the most familiar. The new Cadillac has a 20–30 h.p. eight-cylinder V-shaped engine ($3\frac{1}{8}$ in. by $5\frac{1}{8}$ in.), with detachable heads and an aluminium crank-case. An improved Cadillac-Delco engine-starter is employed, while the ignition is supplied by the same system. The gear-box, which has an aluminium casing, provides three forward speeds. As is the case in the majority of American cars central control is in vogue, the levers being set well forward, but within easy reach. The standard equipment is comprehensive, and includes a neat wallet for tools in the near-side door and another under the front seat; both of these can be locked. The window in the rear of the Cape-cart hood is made of bevelled glass instead of mica as previously. Tilting reflectors, operated by a lever on the steering column, are used on the head lamps, and another fitting is a watch with a "tell-tale" device which records when winding is necessary. No date for delivery can yet be mentioned.

CHALMERS.

Fitted with a 25'3 h.p. (R.A.C. rating) engine, the American-built Chalmers car has six cylinders with a bore of 3\frac{1}{4} in. and a stroke of 4\frac{1}{2} in. The ignition system is of the Remy type, and for the electric engine-starter and lighting the West method is employed. The petrol is vacuum-fed to a Stromberg carburetter. No price or date when delivery may be expected can be given. The wheelbase is 9 ft. 9 in.

CHILTERN.

The 12 h.p. Chiltern car is one of the latest arrivals of the light car variety on the English market. Apart from the body and the engine, which is a four-cylinder (69 mm. by 120 mm.) Dorman, the car is entirely made at Dunstable. The engine-starter is dynamo-driven, and four forward speeds are provided. Both brakes operate on the rear wheels, and the back springs are of the cantilever type.

The wheel-base is 9 ft. and the track 4 ft. Although the price, it is stated, will be reasonable, it is impossible to give any definite figure or to suggest when deliveries will be made.

DEEMSTER.

After having put forward their energies in war work for four years, the makers of the Deemster are again producing a light car at a moderate price. The four-cylinder monobloc engine (62 mm. by 90 mm.) has a mechanical engine-starter controlled by a lever from the seat, while the nickel steel valves are interchangeable, and are arranged on the

near side of the engine. The Stewart-Ogston carburetter is bolted direct to the cylinder casting, and a 5-gallon petrol tank is situated in the scuttle dash. It is impossible to state when delivery can be made, but the prices have been fixed as follows:—Two-seater, 300 guineas; sports model, 330 guineas; cabriolet coupé, 375 guineas.

DELAUNAY-BELLEVILLE.

Few alterations will be found in the new Delaunay-Belleville chassis for 1919, but it is hoped that by the November Show the 1920 model may be ready, with many startling improvements. Two four-cylinder models and three six-cylinder models are included in the 1919 programme, and each will be equipped with an engine-starter and electric lighting. The two four-cylinder types are

rated at 17 h.p. (85 mm. by 130 mm.), and 25 h.p. (100 mm. by 140 mm.), the wheel-bases being 9 ft. 10 in. and 10 ft. 6in. respectively. As regards the six-cylinder models, the 20 h.p. car will have a bore of 78 mm., and a stroke of 140 mm., the wheel-base being 10 ft. 4 in., while the 30 h.p. car will have an 88 mm. by 150 mm. engine and a wheel-base of 10 ft. The remaining sixcylinder model is rated at 40 to 50 h.p. (103 mm. by 160 mm.), and has a wheelbase of 11 ft. 8 in. No prices are yet available, but delivery may be expected in the autumn.



THE 10 H.P. G.W.K. FOUR-SEATER.

D.F.P.

Before the war the 12–15 h.p. D.F.P. had an enviable reputation at Brooklands, holding every record in its class in 1913, while early in 1914 a speed of nearly 90 miles per hour was officially registered on the track. The new model is of 12–40 h.p., with cylinders of 70 mm. by 130 mm.,



A 31.25 H.P. CADILLAC TOURING PHAETON.



cast en bloc, with large enclosed valves, and aluminium pistons. A new design of cantilever springing has been adopted, and the petrol tank is now carried at the rear of the chassis, the carburetter being fed by a vacuum system.

The lines of the bodywork are improved owing to the radiator being three inches higher, an almost horizontal line being obtained between it and the foot of the screen. The price of the chassis with electric lighting and enginestarting set is £675.

HAMMOND.

Although the name Hammond as a car may be entirely new to our readers we have reason to believe that the de-

signer, Mr. W. R. Hammond, has been responsible for the production of at least two other cars, though naturally they bore other names. The II-22 h.p. Hammond will have four cylinders with a bore of 60 mm., and a stroke of

150 mm., the inclined valves being in pockets at the side of the casting. Electric enginestarting and lighting will be provided, and there will be four forward speeds. The starting motor and dynamo will be placed on each side of the fly-wheel, and the petrol will be supplied to the carburetter, which will be situated low down on the engine, by gravity. The wheel-base will be 9 ft. 3 in., and the track 4 ft. 2 in. The prices and date of delivery cannot yet be given.

LANCIA.

There are few substantial alterations in the 1919 35 h.p. Lancia chassis, and the new model differs in only minor respects from its ante-war predecessors. Five years' experience has been introduced into the new cars, and it is claimed that increased engine power and greater economy are effected as a result. The four-cylinder (110 mm. by 130 mm.) engine is cast en bloc and has a detachable head; the valves, which are enclosed, are interchangeable, and are driven off a single cam-shaft. Following previous practice, an electric engine-starting and lighting device is provided, the starter acting directly on the fly-wheel with a gear drive. There are four forward speeds, these being centrally operated, and this system also applies to the brake. The price of the chassis, delivered in London, is £1,175, including petrol and oil gauges, a speedometer, driven from the gear-box, portable electric lamp, electric horn, oil-can under bonnet, and tool-kit, etc.

MAIBOHM.

Unlike most American cars the Maibohm will have wire wheels as a standard fitment,

although wooden ones will be fitted if the purchaser so desires. The 20 h.p. Maibohm six-cylinder (3\frac{1}{8} in. \times 4\frac{1}{4} in.) engine is provided with overhead valves and a detachable head. A two-unit system generator, driven through

the gear-box, supplies the power for the engine-starter and lighting. There are three forward speeds. The price of the complete car is £575, or with a British-built sporting four-seater body f650. With British paintwork and finish only, £595 is quoted, while autumn deliveries are expected.



THE 20.5 H.P. OLDSMOBILE.

Morriss-London car

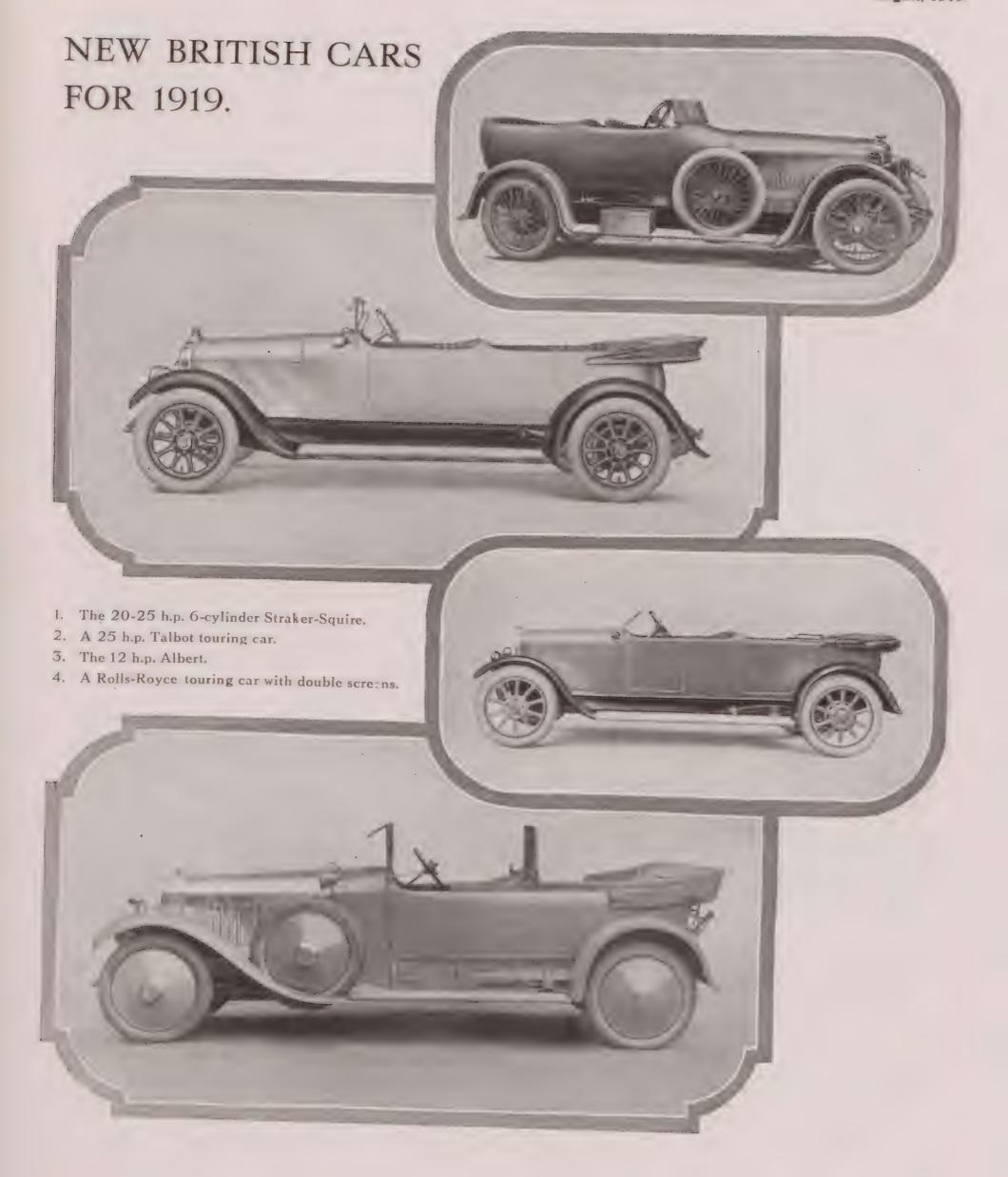
will be assembled in England, it is not

MORRISS-LONDON

Although

disclosing any secret to state that the majority of the component parts will be imported from America. The model which Mr. F. E. Morriss proposes to put on the British market will have a 12-15 h.p. engine (82 mm. by





tr4 mm.), the cylinders being cast monobloc, with a detachable head. The engine and gear-box are a single unit and are mounted by three point suspension. Engine-starting is provided, and this and the electric lighting are by separate units. Following the general American practice, central control is employed. No date can be given as yet for delivery, and the prices are still doubtful. We believe, however, that the prices will be approximately:—Clover-leaf body, £300; Surrey body, £320; coupé, with clover-leaf seating, £375.

OAKLAND.

A monobloc six-cylinder engine is fitted to the 1919 Oakland car, having a bore of 71.43 mm. and a 120.64 mm. stroke, with overhead valves and a detachable cylinder head. The engine-starting and lighting are on the Remy system. Light aluminium alloy is employed for



THE OAKLAND "SIX."

the pistons, and the Stewart-Vacuum feed is used for the petrol supply to the Marvel carburetter. Underslung half-elliptic springs are provided at the rear. No price can yet be stated for the new Oakland, but the equipment will include a two or five-seater body, five detachable rims and tyres, electric lamps and horn, a one-man hood with side curtains and cover, an adjustable wind-screen, tool-kit,



THE APPERSON "EIGHT."

pump, and tyre repair outfit. No date can be given for delivery.

OLDSMOBILE.

Previously to the war the Oldsmobile petrol car was occasionally seen in England, and in a revivified form it is making its reappearance, though the date of delivery cannot be guaranteed. It is certainly an attractive-looking car, and has distinctive features. Fitted with an eight-cylinder V-shaped engine (73 mm. by 120.6 mm.), the cylinders are cast in fours, each four being en bloc, and

the R.A.C. rating is 26.5 h.p. The Oldsmobile-Delco system is used for engine-starting, the generator and distributor, each unit being separate. The petrol feed is by the Stewart-Vacuum device, the rear tank having a capacity of 14½ gallons. The body-work is attractive, two lockers for maps, etc., being conveniently situated on the dash in front of the driver. Two auxiliary seats, folding into the back of the front seats, but allowing plenty of leg room for all occupants, are an outstanding feature of the car, the price of which will be approximately £710, complete, while delivery may be expected about September.

TRIDENT.

Originally a French-produced cycle-car, the Trident will soon be turned out in England. It has an 8 h.p. twin-

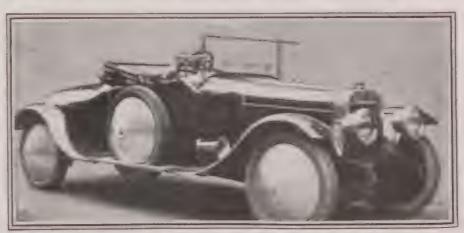


THE 8 H.P. TRIDENT THREE-WHEEL CYCLE-CAR.

cylinder (65 mm. by 100 mm.) engine, which is situated on the near-side of the centrally placed single front wheel, the gear-box, clutch and magneto being on the off-side. The two seats are placed tandem fashion, the driver having three forward speeds at his disposal. A novel system of springing is a feature of the Trident, long cantilever springs in the front and rear, being connected by a pivoted arm and two springs in the centre of the car. Delivery will not be possible for six or eight months, and the price has been fixed at £160.

For £1,700!

THE 15-30 h.p. Argyll car illustrated herewith was one of the last turned out by the well-known Scottish firm, and was originally



A 15-30 H.P. SECOND-HAND ARGYLL ON OFFER AT £1,700.

designed and produced for H.R.H. the Prince of Wales. The body is a well streamlined two-seater, able to accommodate three passengers abreast, while a luxuriously upholstered dickey seat is contained in the boot.

At the present time the car is—or was until recently—on sale in a London showroom for £1,700, an offer of £1,500 having been definitely refused.

"Back Firing."



FIRST MOTORIST: "WHERE DID YOU GET THE TANK?"

SECOND MOTORIST: "SAME IPLACE YOU GOT THE OLD TIN BATH—KEMPTON PARK!"

CAR AND GARAGE FIRES.

Their Causes and Prevention.

OTOR-CAR owners might with much advantage to themselves give greater consideration to the protection of their property from fire than has hitherto been practised. It is true those who place the risk of damage with insurance companies may be recompensed for actual loss sustained, but the delay and inconvenience which the laying up of the car involves in these times of crowded garages cannot be

so placed, and must be borne by the owner.

Any measures taken to combat the danger, it should be remembered, will react beneficially upon all who insure, as it is the loss experienced by the companies in the past that regulates the rates to-day. In this class of risk security depends to a very large extent on careful attention to mechanical detail, as well as on a prudent observation of the dangerous elements encountered. The result of many inquiries confirms the opinion that a large number of conflagrations could easily be avoided if ordinary care were exercised, and with a view to obviating the more frequent causes a little advice on the matter may help motor-owners in their efforts to safeguard their property.

Most fires occur in the vicinity of the carburetter, and as this must necessarily be placed in close proximity to where the power of propulsion is generated the danger of flame escaping through an imperfect or incorrectly adjusted inlet valve is obvious. Great care should therefore be taken, by frequent examination, to ensure the mechanism performing its function without jeopardising the safety of the vehicle. Troublesome carburetters due to defective floats, etc., constitute a most undesirable condition, for should the surplus petrol which gathers in the engine-tray and surrounding parts become ignited a fierce blaze is inevitable, and in all probability serious damage will be done to the car. The practice of flooding carburetters to facilitate the starting up of the engine is also dangerous, and if this means is to be resorted to a channel arrangement should be made to convey the overflow of spirit to the ground.

Electricity has proved another subtle source from which trouble originates, and much attention is required to maintain a perfectly insulated system. This is especially necessary to high tension wiring, so that the possibility of short circuiting may be avoided. Any collection of inflammable gas under the bonnet of the engine is liable to become ignited by a spark or other means, and every effort should be made to prevent its formation. A periodical inspection of petrol tank, pipes, and connections should be carried out with a view to detecting loose joints, leakages, or other defects which may develop through vibration or friction, and if the mechanism be kept clean and free from all surplus grease and oil the risk of an

outbreak will be materially reduced.

The valve controlling the supply of petrol to the carburetter is of great importance when dealing with a blaze about the engine, and in many cases the magnitude and duration of the flames depends upon the measures taken to arrest the flow. It is obvious, therefore, that quick-acting valves are most suitable for the purpose, and if these are fitted in accessible positions little delay should be experienced in cutting off the supply of petrol from the tank.

Free ventilation of garages is essential, and arrangements should be made to ensure a free circulation of air at the lower levels. Vaporised spirit, being heavier than air, descends to low atmospheric levels, and is frequently encountered in inspection pits and recesses. In this form it is a source of danger most difficult to detect, and may escape notice until ignited by a naked light or other means.

No pains should be spared to keep the premises clean. Spontaneous combustion is quickly set up where rags, etc., impregnated with grease and oil are allowed to collect, and it is advisable to provide an iron receptacle

with a drop-lid for the collection of refuse.

The storage of petrol is a matter which requires thought and consideration. Underground tanks with pump and gauge attachment provide the maximum of protection, but if the supply is contained in barrels or tins it is safer to have the store detached from other buildings, so that, should an outbreak occur, there may be no danger of its spreading to the main structures. An electric handlamp should be provided if the store is used during darkness, and on no account must naked lights or smoking be allowed in the vicinity. The stoppers or bungs of all receptacles ought to be securely fastened as soon as the contents have been extracted. If isolation is impossible a shelter constructed of well-burnt brick should be erected, and any windows near glazed with wired glass.

The water-tap and hose ordinarily used about garages for washing purposes might with a little adaptation be made to render useful service as a fire stream, and, providing the pressure is suitable, sufficient hose should be available to convey the water to any part of the garage. If the tap is inside the premises care should be taken to have it in an accessible position near the door, otherwise the flames may prevent approach to it. Instantaneous or screw-connecting unions, together with a suitable nozzle, should be provided, and the whole kept coupled up. A saddle or box erected near the water column would enable the hose to be suspended in coils, and thus facilitate rapid

action in case of an emergency.

The advent of the "Pyrene" fire-extinguisher for car and garage outbreaks affords a marked degree of protection which should be more fully appreciated by motor-owners. These handy appliances provide an ever-ready means for immediately dealing with a fire, whether it occur in the garage or on the road. In the latter case they are invaluable, for should a blaze take place on the highway, and no means are available to cope with the flames, little hope can be entertained of preventing serious damage to the vehicle. A box of sand is also useful in the garage for smothering burning petrol, and should be included in the fire-extinguishing arrangements.

If the services of a fire brigade can be obtained to deal with an outbreak, it is advisable to ascertain beforehand how best to call their assistance so that the utmost dispatch may be used. The brigade telephone number or the location of the nearest street alarm should be posted up in a prominent place. If these simple preventative measures are carried out, and the wastage by fire curtailed within satisfactory limits, motor-owners may anticipate a corresponding reduction in their premiums.

GEO. TAYLOR.

FONTAINEBLEAU.

ONTAINEBLEAU, to the Parisian, is pre-eminently a "place in which to spend a happy day." It is less than forty miles from the capital, and is therefore easily attainable by almost any form of locomotion. The spacious forest, of course, is



IN FONTAINEBLEAU VILLAGE.

the chief attraction, and there is also the famous palace; but there has been added of recent years a further inducement in the shape of a golf course, and one that is by no means bad of its kind. Consequently, Fontainebleau is no longer,

for golfers at all events, merely a place to which to run out for a day's excursion from Paris, but one which may be used as a centre for a longer stay.

Sometimes, of course, the motoring tourist returning from the South may take Fontainebleau in his stride while

en route for Paris. He is certain, in these circumstances, to wish to see the palace, and in this connection we may drop a friendly hint. He may, perhaps, have anything up to half an hour to spare, and imagine that he

can just step inside and see as much as he wants to see, and no more, before it is time to resume his journey.



A COURTYARD IN THE PALACE.

Once he has crossed the portals, however, he is no longer a free agent. Visitors are conducted from room to room in parties, the tour of inspection lasting an hour and a half, and the luckless tourist has to endure the ordeal to the bitter end. Naturally he cannot accelerate the pace of the party as a whole, while on

the other hand he cannot go back, for the custodian, in passing from one salon to another, locks every door behind him! Occasionally a side staircase may be seen, down which the tourist may scamper in the hope of finding an exit from the building, but



[C. L. Freeston Photos. by] THE PALACE OF FONTAINEBLEAU FROM THE FRONT.

he is brought up instead by a locked door. To the Englishman accustomed to roaming freely through public museums and art galleries the experience is more novel than agreeable.

THE SOCIAL WHIRL.-By MARCUS.

UGUST is the month when the world that has the means scatters to the four corners of the Kingdom to shoot grouse, to fish, to join in that most pleasant of all kinds of cricket, country-house cricket, to breathe the finest air of England and Scotland in tweeds and tailor-mades. In the dear, gone days before the war Marienbad and

Carlsbad also played their part, but this year's social calendar accords no place to those subtly - boomed spas, and the hardening preparation for the gaieties of the late autumn must be taken at Bath and Harrogate, to whom the war has brought a recognition over-delayed by our insular prejudice in favour of foreign resorts.

A Shortened Season.

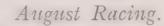
This first after-thewar season of social attractions is shortened by the absence of a Cowes Regatta; and perhaps it is as well, for the summer of 1919 has been a wearing time for the King and Queen, and they were very ready after their tiring Peace celebration duties to get away to the restful aloofness of Bal-

moral, where His Majesty can fill the *rôle* he likes best of all, that of a simple country gentleman with plenty of good shooting.

Cowes Memories.

The Royal yacht; the *Victoria and Albert*, has been done up, and someone I know, who went over it, told me that chintz-panels had been made a feature of the internal decorations; but the King, unlike his father, has never been fond of the *Victoria and Albert*, and rarely makes a trip upon it. King Edward had a

very genuine liking for Cowes, and once, on the Royal Yacht Squadron lawn, when the Duke of Connaught suggested "captivating Cowes," after it had been mentioned that Ascot was "aristocratic" and Goodwood "glorious," while Cowes remained without a popular alliterative, His Majesty agreed that "captivating" was a fitting adjective.



There is August racing at Folkestone and Lewes, and Ostend celebrates its revival with a £4,000 Grand Prix on August 24th; but there meetings are informal in character, and August, 1919, is as much a holiday month for the social set as for the thousands who have thrust aside disturbing thoughts upon the nation's domestic and industrial problems, and have crowded to the seaside to spend August in the good old prewar way.



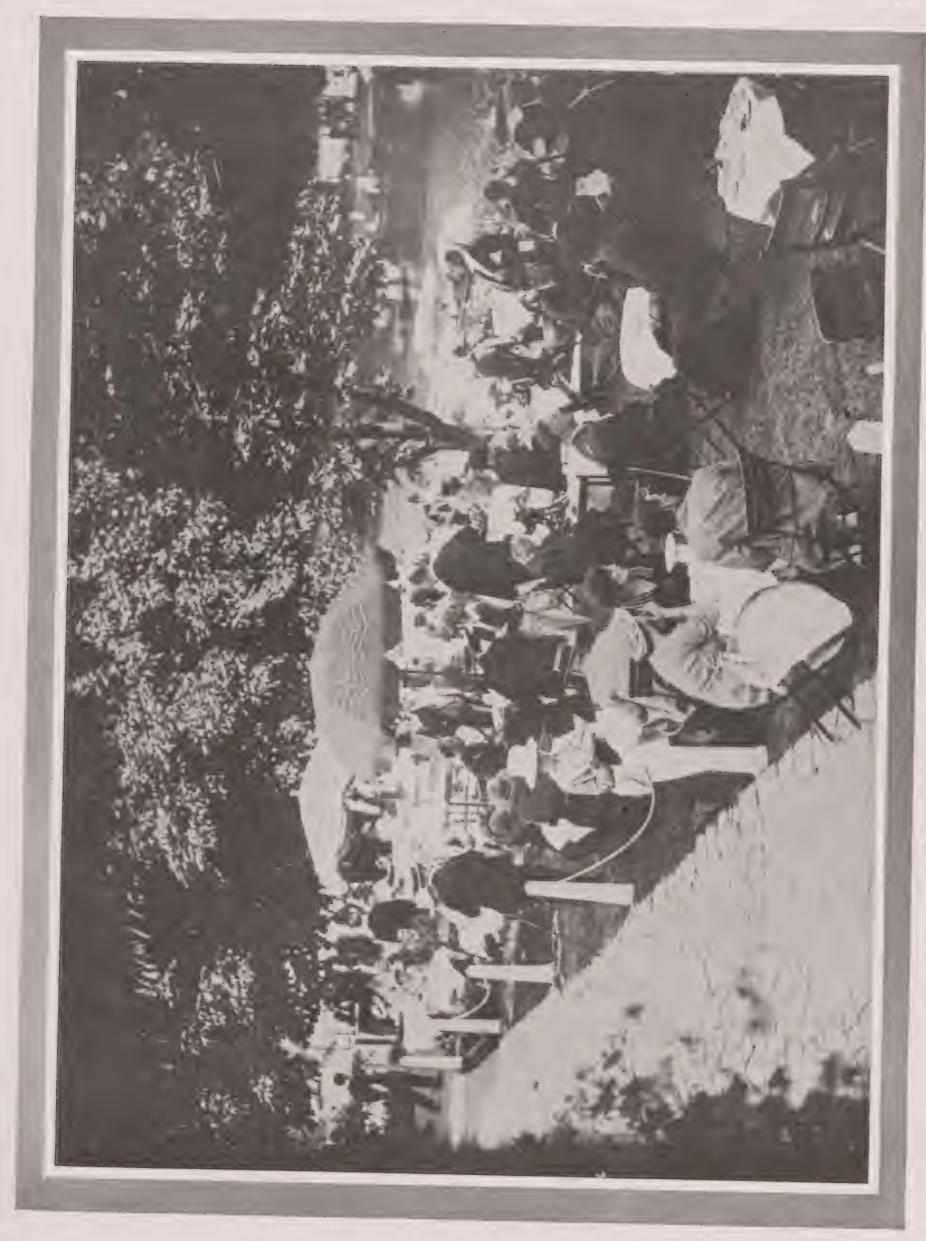
WATCHING A BIG RACE FROM A CAR TOP AT NEWMARKET.

Hotels and Demobilisation.

A valued acquaintance, who owns two hotels on the South Coast, and has special facilities for studying the subject, tells methat

he expects the wave of spending which has been so marked since the Armistice to continue only for another six months or so. "Already," he says, "there are signs of a tightening of the purse strings. Officers, not all of them youngsters, who, a year ago, were coming regularly to my establishments, bringing their wives, buying their bottle of champagne for dinner, have been demobilised, and are finding that civil life is now a costly and serious thing. As for the workingmen who have earned such high wages during the war, and lately have caused production to fall so alarmingly—well, when the working-





classes go broke it will prove to be the salvation of England."

Who is the Lady?

The society editor of one of the leading dailies was asked a short while ago to write an informative paragraph under the photograph of a débutante, the daughter of one of the new knights. His private note replying to the editor-in-chief read as follows:—

"I know nothing about Miss —— except that she is Sir ——'s daughter, and that she

A FLORALLY DECORATED CAR' IN THE WOMEN'S VICTORY LOAN PROCESSION.

is the most painted and powdered girl to be seen in London. Everybody remarks on it."

Clubland Gossip.

Gradually the men-waiters are finding their way back to the West End clubs, to the relief of many club secretaries and stewards. The waitress in clubland had at first the piquancy of innovation. She was quick and bright, and had a right to feel that she was performing a sort of war work. But the real drawback has been that she has never really understood her position, which has been that of parlour-maid in a private house. There have, of course, been cases of members who had only themselves to blame when pretty waitresses became familiar and even impudent. But, generally speaking, the waitress

does not fit into the special atmosphere of clublife.

The Club Waiter Returns.

I well remember the agitation of one steward when he realised the attraction that the club balcony looking into St. James's Street possessed for his waitresses. And she likes change, too. I doubt whether ten per cent. of the girls at the Pall Mall, Piccadilly and St. James's Street clubs have been in their present jobs for two years. I know a St. James's Street club where six men

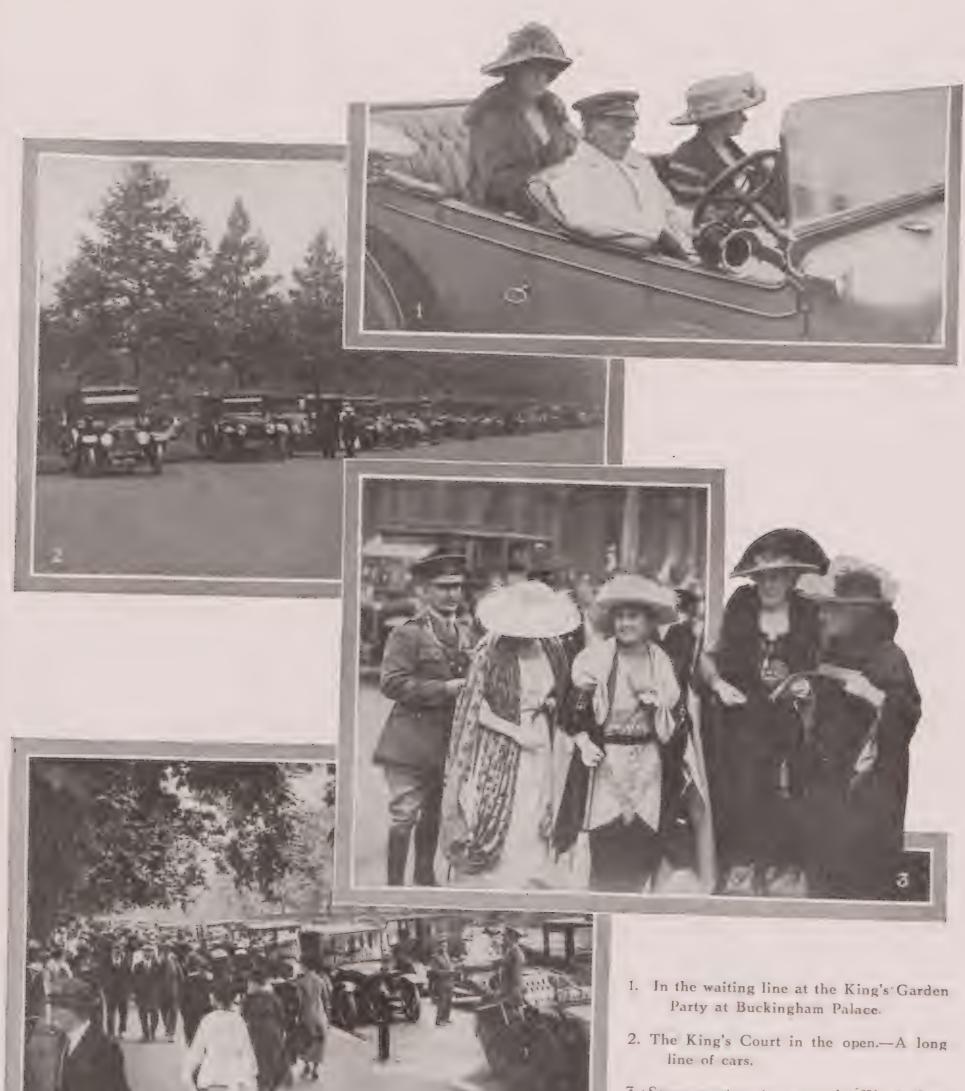
have replaced girls within the last month, while at another West End club where there are 1,500 members the secretary is highly satisfied because his "undemobilised" waitresses number only three.

Nationalisation and "Tips."

A well-known racehorse owner, who is also a very big business man, has developed somewhat cynical views upon the difficulties of obtaining accommodation in the "sleepers" in the trains going North and South. "You can book a place and you can be told you are on the list, but you won't get a 'sleeper' unless you exercise personal influence, and the best persuader remains a kind word to a Company servant and something for his wife and child," he says.

One day recently he had had a motor ride half way across England to a race meeting; hotel accommodation there was none; a busy day was ahead of him on the morrow and sleep was essential. A sleeper stood in a siding in the station yard. "I made up my mind that that sleeper was for me," he said. And it was. "When I got up, I gave the railway man that I had had to persuade a 'fiver,' and it was worth it; and I might add I told him that under railway nationalisation there could be no 'fivers' and no little presents. The railwayman took it as a personal affair. 'There is going to be no nationalisation,' he assured me, as if that decided the whole matter."

A Road Engineering Chair?
Brig.-Gen. Sir Henry Maybury, head of the



- 3. Some smart costumes at the King's Garden Party.
- 4. Another view in the Mall at the King's Open Court.

Road Department of the new Transport Ministry, whom Sir Eric Geddes in the House of Commons declared to be the finest road-maker in the world, is one of the men whose peacetime talents have been developed and made of still more value to the country by the influences of the war. For fifteen years or so he was county surveyor of Kent, and during his regime the main roads of the county—one has only to think of the journey from Ashford to Hastings or from Canterbury

to Dover—were models for the rest of the country.

I met Sir Henry a short while ago at the Carpenters' Hall, at a lunch of the Worshipful Company of Paviours, who are strengthening their rightful modern position as one of the leading City companies. Sir Henry wants the Government to establish at Kensington a chair of road engineering, and the Paviours are supporting him in the right way. They are giving a gold medal and a scholarship, and have decided straightway to found a fund which will support a succession of Paviours Company scholarship holders for the next ten years.

The Indispensable Car.

What would the world do nowadays without the motor-car? It is not only indispensable in itself in respect of direct purposes innumerable, but is equally in request when the object in view is not immediately concerned with motoring as such. Thus we see a florally decorated car being used in order to rake in shekels for the Victory

Loan; on every race-course may be seen countless cars which have not only brought their owners down but even provide points of vantage from which to follow the sport; cars line the Mall whenever there is a Royal Investiture in the open air; and what pleasanter means is there of visiting Tagg's Island or any other river resort than a drive thither by car? With the return of peace the automobile has once more come into its own, and its utility and ubiquity will be more and more clearly demonstrated as time goes on, and the long-awaited new cars come pouring out of the workshops.

A Foil Expert.

Congratulations to Major Stenson Cooke, the Secretary of the Automobile Association, who won the second prize in the Army foil v. foil championship at the Royal Naval, Army and Air Force Tournament. Major Cooke has for over 25 years been a keen and brilliant exponent of the art of fencing. He made his acquaintanceship with the foils as a cadet in the London Rifle Brigade, and from 1891 onwards figured successfully in a large number of competitions. His first

important success occurred in 1895 when he entered the open competition at the Orion Gymnasium, and in turn defeated F. H. Maugham, Inns of Court School of Arms, by five points to one, and W. P. Gate, L.R.B. School of Arms, by five points to three. This brought him to the final, when he met W. Lloyd Poundall, St. James's A.C., whom he beat with comparative ease, by five points to one.

In 1896 Major Cooke fought at the Royal Military Tournament, and secured the third prize in the sabres competition.

In 1897 he won the third prize at the Royal Military Tournament for foils, and at the same function fought his way to the final for sabres and beat Capt. Edgeworth-Johnstone, who had won the challenge cup in the two previous successive years. Thenceforward Major Cooke figured annually at the Royal Military Tournament, always as a prize-winner, up to 1902, when he won a first and the challenge cup for foils. From this time, up to 1912, business engagements prevented

him from pursuing his hobby.

He was a member, however, of the International Team of the United Kingdom selected to take part in the Olympic Games. In 1914 he fought his way for the fourth time to the final of the Amateur Championship. Upon the outbreak of the war open fencing and sabre competitions were abandoned, but with the signing of the Armistice, and his subsequent return to civil life, Major Cooke went into training, and by his signal success at the recent Tournament, has shown that he is still one of the premier fencers of Great Britain.



MAJOR STENSON COOKE.



place countenance. The absence of a veil does not make the heart grow fonder, rather the contrary.

POETICAL LICENCE.

In all times and in all countries women have recognised

the veil as a powerful weapon. If not an indispensable aid to conquest, it is a precious ally. Also, unlike many weapons of the feminine armoury, it has its practical uses as Well as purely romantic ones. Untidiness is an evesore and the declared enemy of charm. Wind-blown or unruly locks, whatever the poets may say, add little to a woman's



fact. One may possess the most flawless

complexion and the most exquisitely

regular of features and yet fail to convey

the impression of loveliness imparted by a

mere layer of chiffon to a quite common-

"DISGUISED AS A GARGOYLE."

attractions. Licence of that sort is purely poetical and had best be left to the poetry which it adorns. The poet, being a visionary, fails to take into account the ravages of dust, damp and wind; the three great

BRIDAL PERVERSITY.

Not the least of the services performed by the motor-car was the restoration to favour of the veil, which had almost fallen into disuse except for formal calling or bridal purposes. Some women dispensed' with it altogether, and there were and are even brides who should have known better than to discard so potent a friend in need and perversely choose to be married in a mere hat. In spite of these barefaced examples, or because of them, the veil has come into its own again, and many a man's heart is entangled for better, for worse, in a frail net of tulle.

Exactly what sort of a veil to choose and how to put it on is a question that must be decided according to the occasion, the accompanying hat and the taste of the wearer. The one thing to be avoided at any cost if smartness be desired is the depressing variety that resembles



"FEMININE AND BECOMING."

nothing so much as a pudding-bag. This shroud-like object is generally gathered at the top on a ring or under a button —(nothing happens, by-the-bye, if you press it except anguish to the wearer); it is joined up the back of the head and divides into two tails which wrap themselves around the neck with intent to strangle. Of course, it keeps the hat on August, 1919

and the dust out, but so would a sponge-bag. What is the use, from the æsthetic point of view, of wearing a veil unless one takes full advantage of its possibilities? There is little pleasure and less profit in going about disguised as a gargoyle, especially when there is not the least necessity for such a sacrifice. The woman motorist who buys and wears it reaps her unlovely reward. There is a place appointed for the made-up veil it is beside the made-up tie. equally adapted to travel by rail or water, the aero is

TIES THAT BIND.

With the exception of the pudding-bag, ties that bind are a safer choice than veils that flap. The man sitting next one, whatever he may say, rarely enjoys being half suffocated at intervals by loose-flying yards of chiffon, however delightfully scented. Feminine and becoming though a floating veil may be, for motoring purposes it should observe the strict rules of decorum and remain within discreet bounds. This does not imply that a veil need necessarily be drawn tight: in veils as in most other things it is the golden mean that spells perfection.

For general hard wear, a washable veil is better than the perishable sort, and chiffon, ninon, crèpe de chine and silk net of good quality lend themselves with excellent grace to the cleansing influence of Lux and warm water. From the point of view of durability, a heavy ninon is the most practical material to choose. It wears as well as crèpe de chine, without being quite so hot at this season of the year, and its softness of texture is exceedingly becoming. Of course, it is not so transparent as either chiffon or net, and some women motorists prefer a face veil either washable

or of the ordinary sort for town wear, with a scarf of the heavier material to protect hat and hair.

THE YASHMAK.

In a biting wind, or when the sun is unusually strong, a fold of the heavier veil may be taken across the face just below the eyes, fastened to the hat after the fashion of a yashmak—an arrangement both amusing and becoming. The woman of the harem knows what she is about when she displays a pair of sparkling eyes and leaves the rest to the imagination of the onlooker. It remains for her Western sister to use the same device with even more telling effect.

Of the new veils shown for motor use, and which are

particularly charming. Very cunningly it makes the best of both worlds and serves a double purpose. It is of silk net, and with a little care is easily washable. Along one edge runs a wide strip in an open mesh which serves the purpose of a face veil, while the other half being more closely woven, takes the place of the heavier scarf of ninon, chiffon, or crèpe de chine. THE ART OF VEILING.



"AFTER THE FASHION OF A YASHMAK."

Putting on the motor veil is an art in itself, particularly if one wishes to achieve grace and distinction, and to avoid the appearance of peering anxiously through a meat safe. Considerable practice before a mirror with the assistance of a hand glass is necessary, for the effect from profile and from the back is quite as important as the front view, a fact which the careless woman is apt to overlook. A pair of small gold safety pins is a very pleasant help in time of trouble, since the best of veils have a way of working loose, and the common or garden pin shows remarkable perversity in falling out or losing its head altogether, and dire confusion is the result. When driving a car nothing is more irritating than a slipping, inadequately fastened veil, unless it be a veilless hat tugging at the foundations of the coiffure or retreating madly along the

AN INSURANCE POLICY.

There is something peculiarly undignified in the loss of one's headgear. Losing one's purse, one's senses or one's reputation is as nothing in comparison—why, it would be hard to say. Moreover, the untimely flight of a hat is

sometimes attended by terrible complications, such for instance as the simultaneous departure of the wearer's hair, or at least a portion of it. For all the seductive curls and waves one sees are not so firmly rooted to the wearer's head as would appear to the casual eye. In cases where an artistic transformation lends enchantment to the view, a veil is not only a charming accessory; it is an insurance policy against untoward accidents.

The veil, you see, is not merely a question of vanity or even of utility: it is a necessary aid in keeping up the illusions of life, and everybody knows that life shorn of its illusions is not worth living. And so the philosophy and the popularity of veils is amply and satisfactorily explained.

BOADICEA.

THE COMING PILGRIMAGE.

How France is Preparing to Receive Visitors to the Battlefields.

By GEORGE FREDERIC LEES.

RANCE—a land of heroes who bore aloft the banner of honour and liberty in the greatest battle in history, that of Verdun—is holding forth a welcoming hand this summer to the mighty stream of visitors who will assuredly land on her shores. It is estimated that the number of those who will be irresistibly drawn to the battlefields of France will be between five and six hundred thousand, and that annually for many years to come a like number will pay their respects, in the truest spirit of reverence, to the glorious dead.

For who can doubt that, at first, they will be pilgrims? Many will need to seek for the graves of dear ones, communing with them in the silence of vast expanses of little crosses. All will desire to see with their own eyes the martyrdom of Rheims and shed a tear amidst her piteous ruins. Berry-au-Bac, Arras, Château-Thiery, Senlis, Meaux, Verdun and many other battlefields—scenes of unparalleled heroism which tell their story so eloquently, because they are still encumbered with the debris of war, and to such an extent that it will take years to clear them of rubbish and unexploded shells—will each inspire sentiments akin to those which have filled the breasts of pilgrims since pilgrimages began.

Not until these pious visitors have fulfilled the sacred duties they set out to perform can they be looked upon as ordinary tourists. But once their tribute to the imperishable memory of the saviours of Europe has been paid, they will become free to devote their attention to unblemished landscapes, and will certainly seize the opportunity of visiting the incomparably picturesque regions of France. Fair Normandy and rugged Brittany, smiling Touraine, pineclad Savoy, the mountains of Dauphiny, the Vosges and the Jura, the verdant valleys of Auvergne, the snow-clad peaks of the Pyrenees, the Roman and mediæval remains of the Midi, and the sunny, sheltered, flower-decked Riviera will each have its special appeal to pedestrians, cyclists and motorists.

These hundreds of thousands of travellers will bring back to France many of the millions

of that gold which she had to export for the national defence, and thus in time she will reestablish her financial position. I should not be at all surprised if those who contend that she will be the first among the indebted nations to clear off her war debt prove to be right, and that the money of the travelling public will largely contribute to this end.

With this idea in view France, even before the war was over, entered on a great work of organisation; she began to inspect the intricate machinery of travel, in order to make sure that every part of the mechanism would run smoothly when the time came to set it in motion, so that, as a consequence, the flow of gold would "water normally and enrich regularly all the touring districts instead of being allowed to spread itself out in a disorderly torrent." No sooner was the armistice signed than her efforts to solve this problem of national economy were redoubled, with the happy result which is now announced to me by the Touring Club de France.

France is fortunate in possessing a most perfect travel organisation. There is that mother institution, the Touring Club de France, which has done so much since 1890 to develop touring, improve the hotel industry, and act as a guide to Syndicats d'Initiative. From this sprang the Office National de Tourisme, which, working in close collaboration with the T.C.F., has set itself the task of bringing travel within the sphere of the great economic interests of the country.

To do this it is—to quote the words of its president, M. Fernand David, an ex-minister—"widening the somewhat narrow conception we formerly had regarding travel propaganda, spreading methodically this propaganda to the four corners of the world, and at the same time working to develop our hotel industry—the corner-stone of touring." The four hundred Syndicats d'Initiative have recently been grouped into nineteen Federations, representing a like number of great touring districts, including the liberated provinces of Alsace and Lorraine, whose Federation is that of the Vosges. Thereby their power of action is increased tremendously, concerted as it is with the

La Place d'Armes.



Société Nationale des Voyages, which Dr. E. Meillon, one of the directors of the T.C.F., tells us is a "consortium in formation of the railway companies, conveyors in common, steamship companies, travel agencies and hotel syndicates."

A special effort has been made by these organisations to prepare Alsace and Lorraine for visitors during the present summer. With the valuable collaboration of the civil and military authorities, in addition to that of a number of local bodies and ardent patriots, considerable progress has been made. But, as Dr. Meillon says in his report on a visit to the battlefield areas, much will still have to be done if hotel keepers and others would cope with the enormous number of travellers who will be attracted there.

"The new hotels, the hotels destroyed by the war and which will be rebuilt, the improvements to be made everywhere, all this progress is necessary, nay urgent," he writes. "It is in course of being realised, but it is not sufficient. It is not two or three thousand rooms which must be ready to-morrow—I mean to-day—in Alsace, in Lorraine, in the Vosges; it is several tens of thousands of beds which must be offered at the halting-place of the daily circuit. By a direct and permanent action of all



A Trench on the Côte de Froideterre.



The Pope's House.

August, 1919

delegates of the T.C.F., of all the members of the Syndicats d'initiative, all the inn-keepers, all the owners of Wirtschafts, all the small hotels, all the modest pensions de famille must be persuaded to improve their installations. To facilitate their task, the T.C.F. has published a little manual entitled 'Practical Advice to Hotel-keepers who wish to improve their Hotels'—a little work which is at the disposal of all who care to ask for it, at 65, Avenue de la Grande Armée, and which constitutes the best means of arranging for several thousands of beds immediately."

And the writer of this instructive report proceeds to point out how welcome these hospitable rooms will be to those who have been attracted "by the glory of the fascinating names which serve as landmarks from the south to the north of the Vosges"—landmarks well worth enumerating here, as a foretaste of what we may see in Alsace and Lorraine this summer.

There are Hill 425 and the Hirnlestein, whence the whole battlefield from Aspach to Hartmannsweilerkopf may be viewed; there are the no less celebrated peaks of Shnepfenrieth and of Hilsenfirst, dominating the Mættle, Metzeral and its valleys; there is the Reichsakerkopf, inseparable from the fights of the valleys of the Fecht, and its three formidable neighbours, the Linge, the Bærenkopf, and the



La Rue St. Pierre.



VIEWS IN AND AROUND VERDUN.

August, 1919

Schaatzmoenle, with its wild quarries: there is the Tête des Faux, where the battle raged day and night; and finally, at the bottom of the Valley of Sainte-Marie-aux-Mines, is the rampart of Violu and the flanks of the Donon, where the barbarous enemy was stemmed and prevented

from crossing the Col da le Chipotte.

The T.C.F. has obtained from the Government and the military authorities a temporary concession of the most interesting souvenirs of the war areas, such as shelters, blockhouses, observation posts, etc., and the census and classification of these has been completed with a view to their preservation. Steps have also been taken to preserve the marvellous network of roads which were made on the two fronts of the Vosges during the war. These include the Route Joffre and the Route des Crêtes des Vosges, in addition to communications made by the Germans, and, more important still, certain narrow-gauge lines which would enable the Vosges to be transformed into the most up-todate district for travel. One of these strategic railways, that of Trois-Epis, runs to the Linge and to the Schaatzmoenle and could be utilised in conjunction with the Trois-Epis tramway. In all probability, the Colmar Syndicat d'Initiative will take this matter in hand.

The T. C. F. also has a project for prolonging the carriage road which leads, via Giragoutte, from the Trois-Epis to Bærenkopf; an addition of a few hundred yards of roadway would permit of direct access, by way of the Col de

Wettstein, to Orbey and Sulzern.

For the benefit of those who enjoy camping out on the mountains, it has been suggested that the numerous huts and shelters, all along the summits of the Vosges, be utilised. These would certainly be most suitable for the legions of schoolboys, boy-scouts, old combatants, cyclists and pedestrians who will delight to flock to the old camping grounds of the poilus. The "camp-hotels" of the United States are also to be adopted, and already a number of companies have been formed to push this branch of the tourist business. One, known as the "Souvenir de Guerre," has arranged for this form of accommodation at Verdun, Rheims and Arras, thus permitting tourists to sleep and feed there under quite comfortable conditions without being obliged to return at the end of a day's outing to a distant centre.

Colmar, the chief town of Haute-Alsace, is the best centre for visiting the liberated provinces and "the blue line of the Vosges." The Valley of Münster, at the entrance to which are the Trois-Epis, surrounded by beautiful forests, must first of all be followed. Münster, situated at the end of the valley, was the scene of heroic struggles from 1914 to 1918, and has much suffered. Quite near rises the Reichsakerkopf, which was often mentioned in communiqués from G.H.O.

On the crest of the mountains is an uninterrupted succession of military works of the Vosges front An electric tramway crosses this part to join the line from Gérardmer at the Col de la Schlucht, its upper portion becoming a cog-railway, so that tourists can reach the very summit of the mountain. The road passes near the Hotel Altenberg, where Lord Salisbury stopped several times. The Col de la Schlucht is dominated by the Honeck, the highest summit of the central range of the Vosges (1,361 metres). An excursion along the crest of the Haute-Vosges is full of charm, revealing on both sides of the chain of mountains delightful valleys, dotted with lakes, picturesquely situated villages and farms, and the most superb landscapes.

As to motor roads in the Vosges, it is interesting to give the following details regarding the condition of the mountain roads in the district of Guebwiller—particulars which I find in the report of the Road Commission of the Syndicat d'Initiative of Colmar and the Haute-Vosges.

Guebwiller-Wuenheim-Vieil Armand Route.— A good road, very interesting from the point of view of war sites, and accessible to powerful cars if the authorities will look after it a little.

Guebwiller-Lautenbachzill-Indenhut Route.—A road which might be very easily connected with that which exists quite near the summit of

Guebwiller-Boenlesgrab-Petit Ballon—The Valley of Münster.—A very fine, broad road, suitable for cars.

Guebwiller-Lautenbach-Barrage de la Lauch-Lauchenweiber.—The most interesting road of the Valley of Guebwiller. It realises the longdesired communication between the valleys of Guebwiller, St. Amarin-Thann, and Münster. The route enables motor-cars to reach the Grand Ballon, the highest summit in the Vosges

(1,426 metres).

In conclusion, let me note a curious fact connected with these two beautiful French provinces: the Germans systematically neglected or hindered travel progress there. Now, however, everything will be done to make Alsace and Lorraine the paradise of the motorist and traveller. The fact that the first private car to cross the ex-Lorraine frontier in the direction of Strasburg contained my friend M. Léon Auscher, of the T.C.F., we may take as a good augury. With what joy he must have returned from "exile" to his native province!

USEFUL ACCESSORIES.

TANK-FILLING WITHOUT WASTE.

The "Liquall" is a petrol filler marketed by Messrs. Brown Bros., Ld., and in practice it does all that is claimed for it. Its construction is too simple to allow of much explanation, and all the important details can be seen in the accompanying illustration. The base of the filler is threaded to take both the modern petrol-can spout and the smaller size of days gone by. The top is curved so that it may be introduced easily into the tank of a car, and immediately above the bend are two projections that abut on the edge of the tank orifice and support both filler and



The Liquall Petrol Filler.

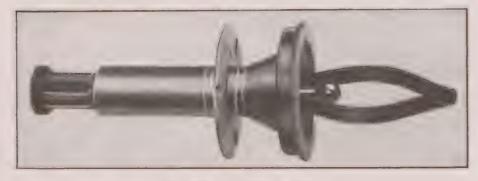
can while the tank is being filled. As will be seen from the illustration a gauze is fitted so that impurities do not have a free passage from the tin to the tank and the tip of the filler is removable so that the gauze may be easily cleanedwith the careful driver after at most

two fillings of the tank. An air vent is incorporated in the filler and may be seen near its base.

THE ATLAS PETROL FILLER.

A rather more elaborate device than the foregoing is the Atlas petrol filler. It is ingeniously designed and well finished, while in actual practice we have found it remarkably effective. The illustration herewith shows the filler opened, so that petrol can be passed through the gauze filter seen on the extreme left; but it may be explained that the adjoining collar and flange, which are controlled by a spring, entirely cover the filter when the device is not in use, and so prevent the entrance of dust.

The method of operation is as follows:—After removal



The Atlas Petrol Filler.

of the stopper from the petrol can the springs on the right are pressed and inserted in the neck of the can, the filter is pushed well home, and, as the head is lined with rubber, a perfect joint is secured. The can is then turned upside down and the nozzle of the filler inserted in the tank aperture, the weight of the can causing the collar to slide upwards, uncovering the filter gauze and allowing petrol to flow into the tank. A turn of the collar locks the filter open until the can is empty. To remove the filler from the can the collar should be released by turning the flange; the latter is then grasped firmly and the filler is pulled straight out. No twisting or compression of the springs is necessary.

At the extreme end of the filler there is a milled cap,



and if this be unscrewed the filter can be cleaned out with a small brush, the sliding collar being meanwhile pushed back and locked in position. A turn of the collar, of course, will cause it to slide back into place, owing to the internal spring, and so protect the gauze. The large ring which holds the rubber washer at the opposite end is detachable, and enables a new washer to be fitted if necessary after long use.

Where the access to the petrol tank is simple, and the aperture is not set at an angle, the petrol can may be An Anti-Vibration Terminal. rested on the tank and left to empty itself. In other

cases the can may need to be held at an angle, while if the aperture is difficult of access a flexible extension to the

filler may be used.

The Atlas filler is rapid and almost automatic in action. It certainly prevents splashing and waste, and one cannot well see how it could get out of order. Obviously, moreover, it takes up far less space than an ordinary funnel. A great incidental advantage, moreover, is the fact that it eliminates the risk of fire when the tank is filled at night, and a well-known insurance company deducts 21 per cent. from the premium of any car policy if the holder uses the Atlas filler.

AN AUXILIARY CARBURETTER.

The pouring of petrol into the induction pipe of an

engine that refuses to start easily is an old and well proved trick of the experienced driver. It is generally very effective, but it has one undeniable drawback. If it is at all overdone the result is not to assist starting but considerably to impede it, as condensation takes place in the induction pipe, and another defect is thereby added to what was there already.

The Express Auxiliary Carburetter is an instrument that is fitted to the induction pipe, and has as its object the introduction into the



The Express Auxiliary Carburetter.

pipe not of petrol liquid but of a rich explosive mixture. It consists of a reservoir attached to the induction pipe by a short threaded pipe protruding from its base, and this pipe is fitted with a tap. The reservoir is filled with petrol and the tap is then turned on, but petrol does not immediately flow into the induction pipe, it should be noted, as this is an important feature of the device.

When the engine is swung, petrol vapour is drawn through a vaporiser incorporated in the apparatus, and mixing with the residual air in the induction pipe, forms a rich explosive mixture which is drawn into the engine in the ordinary way. As the petrol is vaporised mechanically before it enters the induction pipe, the risk of condensation is avoided and the ordinary carburetter is not called upon to run the engine until the fuel in the auxiliary carburetter has all been used. On the other hand, if it is found that the engine will run on its own carburetter almost immediately after it has been started, the tap in the pipe attaching the reservoir to the induction pipe may

be closed, and so the device is thrown out of action, and no more of the petrol contained in it need be used than is absolutely necessary.

If desired, control for the auxiliary carburetter may be arranged on the dash so that its manipulation does not necessitate the raising of the bonnet. It may be also fitted up with a supplementary tank, and then carries enough petrol to make possible an indefinite number of startings.

Undoubtedly the "E.A.C." should make for economy, as it makes possible the use of a jet smaller than would normally be necessary when starting was dependent on the ordinary carburetter. Moreover it offers a convenient means of starting up when low-grade fuels are



A Detachable Plug.

being used—that is, fuels of low grade when judged by present standards—and it also has the recommendation that if the tap be left open after the engine has started, so that all the fuel in the reservoir is used, it acts as an extra air valve.

AN ANTI-VIBRATION TERMINAL.

While it is true that it is not a common occurrence for the high tension wire to become detached from the sparking

plug under ordinary conditions of service, yet it is a petty annoyance that is anything but unknown. The makers of K.L.G. sparking plugs have introduced an antivibration terminal to make the trouble an impossibility, and after having proved its



The New Dunlop Tread.

value on aero-engines it is now available for K.L.G. plugs used on cars. The most accurate as well as the most concise description of the device is that it is simply a piece of bent wire. Just how it is bent and how it works may be seen quite clearly from the illustration. The wire loop clips the sparking plug electrode and the springiness of the steel wire means that the grip is continuous and that the terminal is not dependent merely on being screwed up tightly to keep it in position. Whether the clip is screwed tightly on to the cable or not it remains

firm under the action of vibration, and so the high tension cable cannot come adrift from the plug.

THE NEW DUNLOP TREAD.

A long-familiar pattern of non-skidding tread—the original Dunlop grooved tyre—has now been improved in the manner shown in the adjoining illustration. As will be readily seen, lateral grooves have been embodied to supplement the transverse grooves. Not only is the pattern claimed to be improved in respect of sideslip prevention, but it is also stated to be more durable from the fact that the bulk of the tread rubber is disposed along the line of maximum wear. The tyre is to be known as the Dunlop 1919 grooved pattern, and will be supplied as rapidly as stocks become available; but as the company's new factory is not yet completed some months must elapse before deliveries can be made in all sizes.

A "DETACHABLE" SPARKING PLUG.

The description "detachable" given to a special type of sparking plug known as the X-L-All is somewhat misleading, as obviously all sparking plugs are detachable—from the engine. The X-L-All is what might more accurately be called a divisible plug, as it can be taken apart for cleaning, this being the main feature of its design. Owners of oily engines know full well that cleaning a sooted or oiled-up sparking plug is not always such a simple operation as it sounds, and it is often difficult to make sure that a plug that has been nominally cleaned is actually free from deposits that will interfere with its working.

Both the cup and the body of the X-L-All plug are made of iron—which incidentally is case-hardened—and as a result there is no difference in the expansion of the two components under the action of heat on the engine. Practically all sparking plugs consist of an iron cup into which is screwed a body, generally of brass, carrying the central electrode and its insulation. Under the action of heat the brass becomes practically welded to the iron cup, so that the two are quite inseparable after a short period of use, even when the design of the plug as a whole would permit of their separation without irreparable damage to the insulation. The absence of brass and the solid construction of the central body of the X-L-All make it possible to remove this body from the cup whether the plug is hot or cold, and the presence of a copper-asbestos washer prevents any chance of sticking at the two bearing surfaces.

While the plug is divisible the makers have avoided the mistake of making it too much so. The central electrode itself is not removable from its porcelain insulation, and so there is no likelihood that frequent removal and cleaning of the plug will interfere with its insulating qualities, nor can they cause the development of compression leaks. When the plug is in the engine the detachable portion may be removed and the electrode cleaned and replaced within half a minute, and there is no need for any fear that the spark-gap has been affected, as this is conclusively fixed, and cannot be altered by any number of removals.

The unusually large size of the plug, together with its radiating fins, make it well suited for use in a high efficiency engine, while the utility of the divisible feature in a low efficiency oily engine only needs trial to convince the most sceptical. We have recently given the plug a severe testing in a high efficiency engine running on a rich benzole mixture, and have found the ability to clean the plug easily, as well as its property of keeping comparatively cool, to be genuine advantages.

ROADS AND THE MAN.

By MAX PEMBERTON.

HE mediæval age presents many problems to the discerning student, and none more curious than that of our highroads. Through centuries the adventurous travellers of enlightened and unenlightened ages poured scorn upon our highways but suggested no improvements. Dead and gone Romans were not even blessed for their efforts. Nobody in the sixteenth century paused to remember that Watling Street was still in existence and the Icknield Way indestructible.

Those who floundered in bogs cried out to the heavens rather than to the bad old Barons, and bailiffs of Hundreds told the belated traveller to go to the devil. For more than a hundred years was the coach a fact and the main road a fiction. Even Telford moved few of his time to panegyrics, and Macadam died almost unsung. Yet through all these years there were axle-trees broken and my lady's skirts in the mire. As a nation, truly, we neither have nor had a flair for the highway.

This being admitted, some of the old travellers' ways must continue to astonish us. How did they get there? we ask. A bishop leaves London and arrives safely at Rome. Men went to Vienna as lightly as others go to Oxford now. We read of Pepys jumping on his horse and lying the night at Royston. He makes the journey to Huntingdon with one break and never speaks of fatigue. All this was before there were any roads as we know them. In Telford's day they cracked up the "Bath Flyer," but nobody thought of applauding the man who made that "Flyer" possible. His part of the business concerned the bailiffs rather. You can see what he did for our highways if you inspect some of the old grass roads in the neighbourhood of Thetford and Euston Park to-day. They are, as Pepys must have found them, quagmires or dusty trenches amid verdant hedges.

When the motor came, the sages sat about the green baize of tables and talked wisdom. We must have highroads. Sound the loud trumpet and let the Road Board begin. We ourselves footed the bill and the local councils spent our money grudgingly. They had not wanted a wide highway; why should we? It did not matter to Farmer Jorkins whether he could or could not see round the corner, for, usually, he

was drunk before he got there. It was nothing to Squire Allworthy that the crossway should have a triangle, for he would know how to fine the fellow who annoyed him thereat. Still, the money had to be spent, and in sheer self-defence the village street was tarred. Also some hedges were cut down and danger-boards correctly placed at the bottoms of steep hills. It was impossible not to say that we were getting on.

In these years large vision was given to few men. But here and there a statesman perceived opportunity, and preached it to a somnolent House of Commons. Let us begin with London, he would say, and make of it a city of the dreams. Let us throw out great avenues from its heart so that men could come in proudly as to a Temple of Empire. Let the stench of Brentford delight the Brentfordians but leave the greater world unmoved. Let us have Champs Elysées and Riverside drives, leafy thoroughfares for our suburbs, mighty boulevards for our cities. Let us deal at once with a problem about to become momentous. So the poor fools argued while the House of Commons yawned. Were not many of its members railway directors, or did they not hold shares in some railway enterprise? What were the roads to them or they to the roads? You might as well have asked their ancestors to spare the canals—that proud system of waterways damned so ruthlessly to make a magnates' holiday.

We killed our canals that the trader might be robbed with more excuse. It would be a dastardly thing if some blackguard got a Bill through the House to reconstruct the highroads and thus give an enormous impetus to this business of motoring. Why, gentlemen, the railways would suffer, and, as we all know, if the railways suffered that would be the end of all things.

So perished these valiant champions and so did their visions pass. War came, and with it discoveries which had nothing to do with the motorist quâ traveller. Had we been invaded we all know now what a devil of a mess we should have been in on the East Coast for lack of highways. Transport in those narrow lanes of Essex, Suffolk and Norfolk is unthinkable, and had the Hun landed there would have been a pretty kettle of fish.

He did not land—we beat him; armistice

came, and peace upon its heels—yet who remembers these things or recalls the sane visions of the dreamers? Rebuild the roads in the British Isles! Out upon such an idea. Let us, rather, appoint a railway director and leave it to him to see that an end is made to such a folly. The very thing is being done while these lines are written—the greatest example of megalomania in legislation that the country has ever seen. Thus the *Times* styles it, and nobody would accuse the *Times* of undue bias towards our pastime.

I venture to think that, as a body, we have been threatened by no such danger since we put the red flag behind us. Our fortunes are to be placed in the hands of one man, and he a railway magnate. It is true that a so-called "advisory board" is to debate Sir Eric Geddes's proposals, but we can imagine what kind of an ear he will lend to their suggestions. For these are interests as different as fire and water; nor will the mightiest intellect be able to blend them.

Either we have some great scheme of road transport which, de facto, will war with the railways, or we go back to mediæval chaos and the bureaucracy of the bog. As well ask a Turk to give the milk of human kindness to an Armenian as to look for a favour to the motoring community from an official whose whole duty it must be to curb that community's activities, to harry it by all the arts of dogmatic decrees, and to suppress it if he can. At a stroke has Parliament put an end to the road reforms of all the dreamers that ever were born. We are back in an instant to the days that knew neither Telford nor Macadam, to an age that grovelled in the mud of its own begetting. And all that was fought for and won in the difficult years has been lost in these short weeks of an apathetic and grossly ignorant Parliament.

There are some who raise their voices, but they are few. Lord Montagu and Mr. Joynson-Hicks cry aloud in the wilderness, but the motorist himself passes by on the other side. For many years now he has ceased to think about the legislator or his legislation. He cares not what the so-called governing bodies do or say in his name. It was not his effort that won the privileges, and he has been content merely to enjoy them. Now the day of awakening is at hand. A year of Sir Eric Geddes can hardly fail to bring even him to reason. But in a year's time it will be too late. Fire from heaven alone could destroy such a bureaucracy as the Government now proposes to set up in the interest of the railways and their shareholders.

Starting Made Easy.

Present-day fuels have much to answer for, and more often than not habitual unwillingness to start easily on the part of an otherwise well-behaved engine may be traced to poor carburation due to fuel that will not vaporise. There are other causes, of course, but this is a very common one at the present time. If the fuel can be vaporised the difficulty will generally disappear, and the vaporisation of the fuel is the raison d'être of the "Euk" easy starter.

A brass cylindrical tank—5 in. long and 2½ in. in diameter—is provided, with a hand-operated plunger pump from the bottom of which a fine gauge copper pipe is led

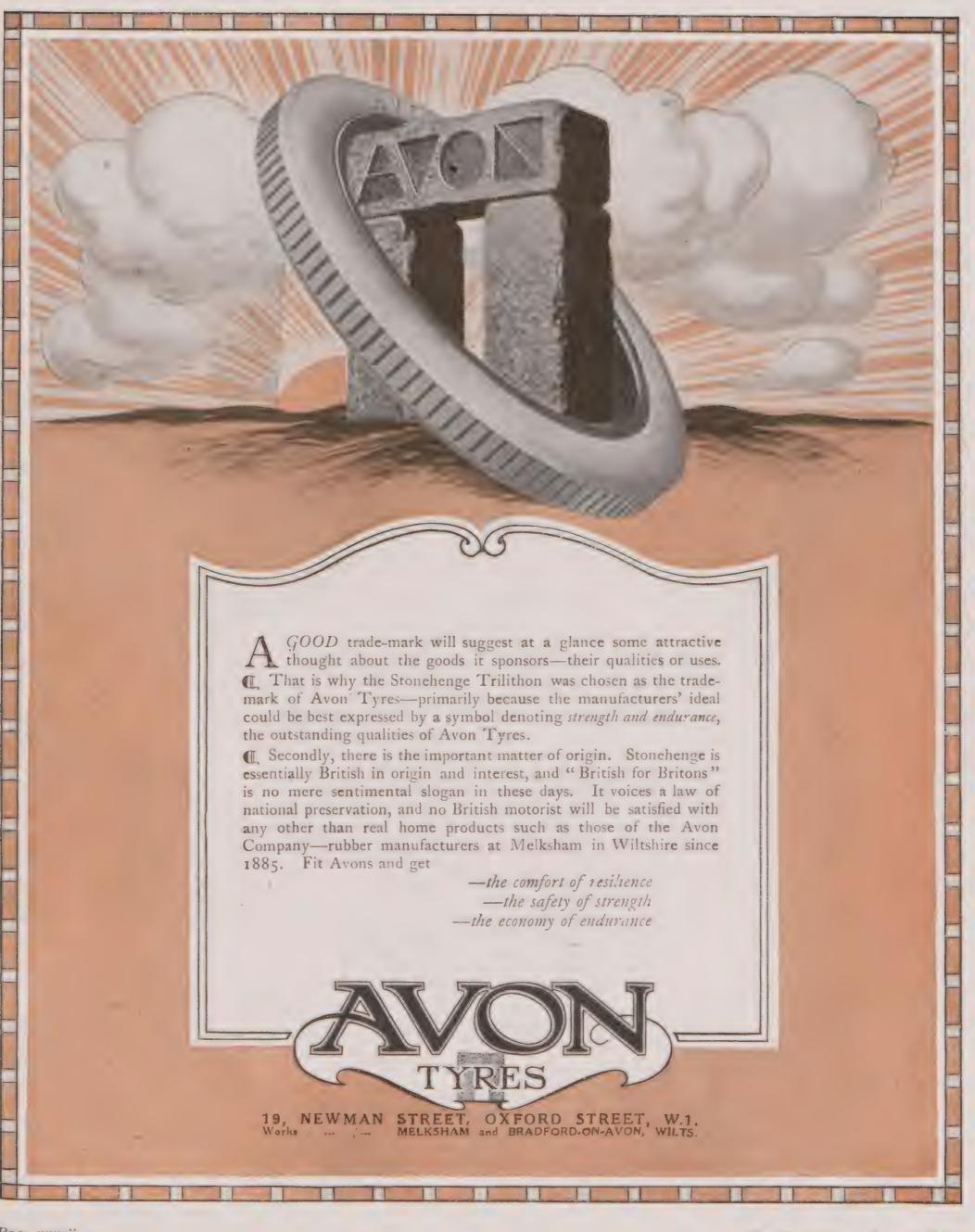


THE "EUK" STARTER.

into the induction pipe of the engine, where it terminates in a nozzle. The tank itself is fitted on the dash of the car, and is filled with petrol. Two or three strokes of the pump have the effect of forcing the petrol into the induction pipe of the engine, which, as a result of the

erted in the pump, it enters in the form of a spray. The action is perfectly simple, and it is obvious that the action of the "Euk" starter and the pouring of petrol into the induction pipe of the engine through a compression tap are two very different matters. The latter may lead to an easy start, but just as probably it may actually retard starting by causing condensation on the plug points. A petrol pipe full of petrol liquid and one full of petrol vapour are very different propositions to tackle when it is a question of starting a sulky engine, especially on a cold morning.

From some points of view the "Euk" is a more useful accessory on engines fitted with electric starters than on those that rely on man power for their "winding up." Nothing can do more harm to the accumulators that form such a vital part of car equipment than unduly stressing them by relying on them entirely to start an obstinate engine. Although quite aware that it is wisest to take to the starting handle when starting is difficult, many owners prefer the apparently simpler method of relying on their batteries. It is only when these collapse prematurely, as a result of the unfair usage to which they have been subjected, that the lesson is thoroughly learned. The fundamental cause of 90 per cent. of starting troubles may be traced to faulty carburation, which is not always the same as a faulty carburetter, and such a device as the "Euk" makes carburation better than it would be otherwise, at a time when the carburetter proper has no chance of functioning correctly. It is also worthy of remark that, when the difficulty in starting is due to such a cause as air leaks in the induction system, the device automatically overcomes them, if they are of reasonable proportions.



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A Modern Hold-Up.



TRACTOR DRIVER (to lady at the wheel): "BEGGIN' YOUR PARDON. MISS—WOULD YOU 'AVE A LOOK AT MY IRON 'ORSE YONDER? SHE AIN'T GOT NO KICK IN 'ER THIS MORNIN', SOME'OW."

THE GOLFING MOTORIST.

By R. ENDERSBY HOWARD.

EFORE the war it was no uncommon circumstance at the more attractive golf courses within thirty miles of London for nearly a hundred motor-cars to arrive on a fine Sunday, laden with links enthusiasts. Those happy days are fast returning. In a more emphatic degree than ever in the past does the golfer realise that it is impossible to get the most out of his weekend play without the help of a car.

Trains are crowded and slow, as well as expensive, and the chances are that, by the time the railway traveller reaches the course all the caddies are requisitioned and he is condemned to carry his own clubs. That, followed by a journey home in a stuffy compartment, and feverish prospecting at the end of the ordeal for a taxi-cab which is hardly ever secured, takes a good deal of the lustre off the golden hours of golf. Small wonder that one hears so many players saying, "I simply must have a car. There is no other way to get two rounds in comfort."

In point of fact, the golfer is relying more and more upon his car for expeditions to distant courses as well as to those which are within an hour's run of his home. I know several parties who, deciding to witness the big professional tournament with which the game came into its own again at St. Andrews in the last week of June, made the trip by road.

They took two days over it because they wanted to do it in comfort, and obtained a good night's rest at the half-distance, but they avoided the misery of spending twelve hours in a train, and they were not subjected to the trial of seeking perfect peace in a sleeping compartment. Moreover, they were economists. With four people in the car, the journey cost less than first-class railway tickets and "sleepers" would have done.

All the London courses which are favourite rendezvous of golfing motorists are now in a condition as excellent as at any time in the past. It is not too much to say that one of them—St. George's Hill, Weybridge—is even the better for the long interregnum. Opened in 1913, its engrossing character and glorious situation attracted so many players that the turf never had a real chance to assert itself.

With the outbreak of war, the club-house was handed over to the Red Cross Society for use as a military hospital, only the small smoking-room and ladies' and gentlemen's dressing-rooms being reserved for members. A number of soldiers and a few of the members enjoyed their rounds, but there was comparatively little activity on a course which for a year had swarmed with enthusiasts.

That was its salvation. The development during the past five years has been nothing short of wonderful. The surface of the ground is of a firmness and texture seldom found inland. It is a matting of beautifully velvety turf that makes a good shot a truly joyous dispensation. The greens are as nearly perfect as possible. There is not a sign of weeds.

A wise change is to be made in the design of the first hole. At present, the second shot to it is apt to be fluky; it is a full bang with an iron, and one's judgment of strength has to be only a little bit out for the ball to roll back down the slope leading to the green. A new green has been made to the left; it is lower than the present one and better in every way. It is hoped to have it in use by the autumn.

The club-house, through which 4,000 soldier patients passed during its term of service as a hospital, has been restored in every detail to its former completeness as a home of golfers. It is a sufficient indication of its comforts, and also of the attractiveness of the course, that, although the committee recently raised the entrance fees from ten guineas to fifteen guineas, applications for membership have arrived in numbers as great as ever.

There has been a big addition to the list during the past six months, and at present the membership stands at over 520. The green fee on Saturdays and Sundays has been raised from 10s. to 20s. to visitors not introduced by a member. On other days it remains at 5s. St. George's Hill, Weybridge, is one of the real triumphs among modern metropolitan courses.

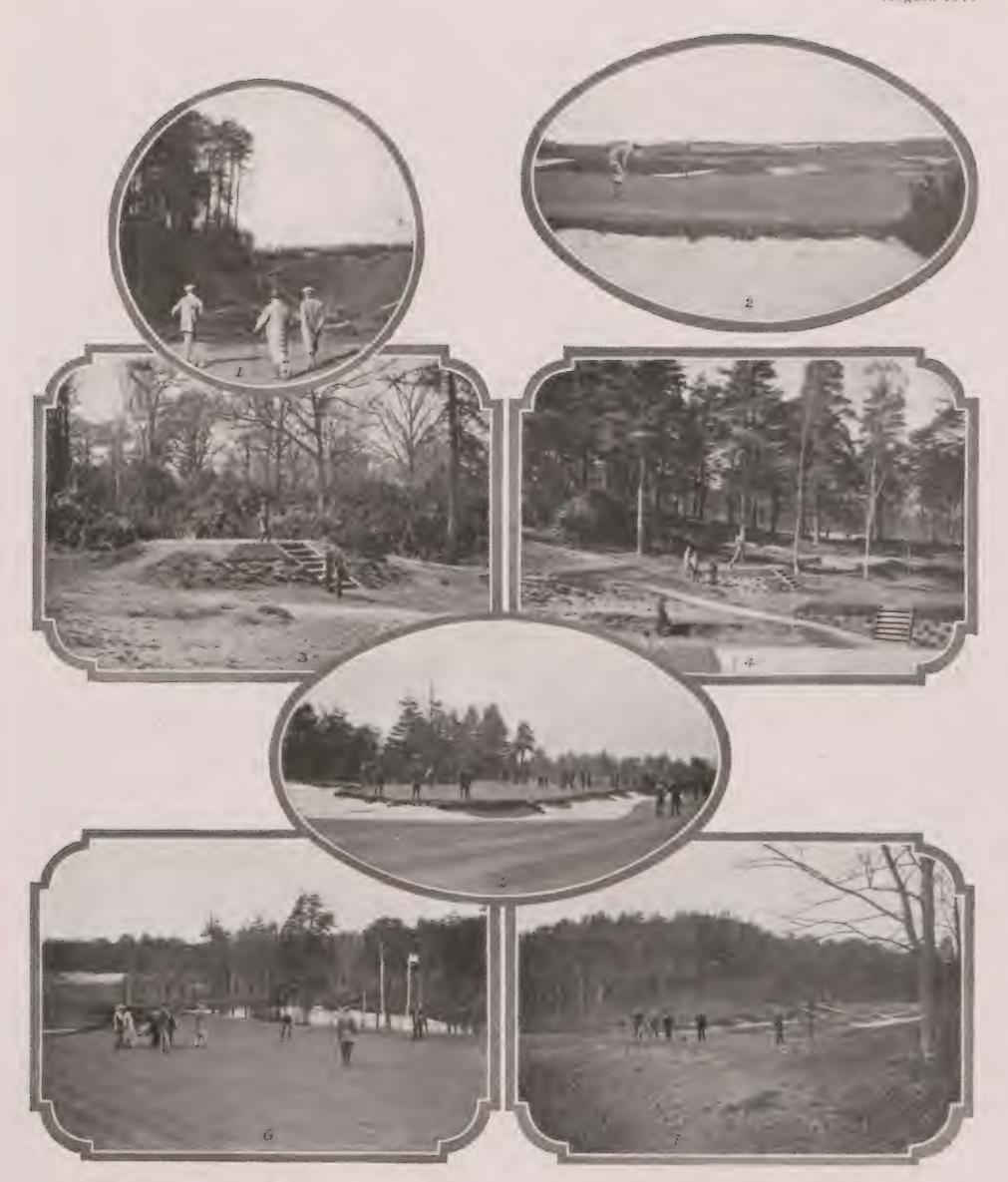
Another green which is enjoying right worthily a new lease of prosperity is Sandy Lodge, a mile or so past Northwood, in Middlesex. Sandy Lodge bears a resemblance to a seaside links, which is remarkable for the reason that the appearance is so natural. It has big expanses of sand bunkers, shored up by sleepers, which give it the true touch of the seaboard. It has rushes which have been transplanted from Westward Ho! and Le Touquet, and which have flourished exceedingly in the new soil.

Nobody would imagine that it had been evolved from the most prosaic of fields, which at one time were graced by no more than hedges. All the hedges have been removed, and the seaside effect has been introduced without giving the slightest indication of any slavish attempt to produce it. In this respect I know no course that can be compared with Sandy Lodge.

Here, there, and everywhere you come across big, straggling patches of sand that merge gradually into the turf just as similar areas do at Sandwich or Prestwick, and which make fine wing hazards. Of the greater part of the land the subsoil is sand of a particularly fine quality, so that in no small degree the seaside character of the course is born in the soil. You can have no more thrilling finish to a close match than at Sandy Lodge, for the last hole, while demanding only an iron shot from the tee, is of a kind to make the strongest nerves quake.

To many of the players in the Active Service Champion-ship last spring it was a greater trial than any they had suffered in the war. The iron shot has to carry a yawning pit nearly 100 yards wide and some 50 feet deep. When it is touch and go as to who is going to win, there is a real thrill in the playing of this hole. It beat Captain Lister-Kaye, an air fighter, in the final of the Service Champion-ship. After being five up with five to go, and then losing four holes in succession to Lord Charles Hope, the chasm proved too much for him, and into it he went.

Another course of which I hear high praise is that of the West Surrey Club, at Godalming. Having been the favourite recreation ground during the war of thousands of Canadian officers from the big camp which was situated close by, it has been maintained in first-class order, and it could not be in better condition than that in which members and visitors are now finding it.



SANDY LODGE:-(1) THE FAMOUS 18TH HOLE. (2) THE 3RD GREEN.

ST. GEORGE'S HILL:-(3) THE 9TH TEE. (4) DRIVING FROM THE 2ND TEE. (5) THE 4TH GREEN. (6) PUTTING ON THE 9TH GREEN. (7) THE 11TH TEE.

NON-SKID TYRES.

Can a Perfect Type be Evolved?

O you fit non-skids?" "Yes," says the average motorist, "I do." Ask him what non-skids he fits, and you probably will find that, like the vast majority of car-owners, he has one plain and one steel-studded cover on the back wheels and the same on the front wheels, unless in front they are both plain, or he has rubber non-skids on all four wheels.

This practice is sometimes varied by fitting one of the few types of combination rubber and steel non-skid covers on all the wheels or by replacing the plain covers associated with steel-studded covers with rubber non-skids. There are other combinations all carried out with these four types of tyres, but the point I wish to make is that no amount of judging will ensure any one combination being a non-skid under all conditions and therefore a safe insurance against accident to one's self and to others.

THE DANGER OF DRY SKIDS.

Does the average motorist realise this? I think the answer is that the experienced motorist appreciates the situation to a nicety, but, in the words of a motoring authority, "the ordinary individual is too prone to regard non-skidding treads as an antidote to side-slipping on greasy surfaces; whereas in London, at all events, where there is so much wood pavement and asphalt, the question of dry skids is of great importance. Moreover, in the country the increased use of tarmac and tarred surfaces has revolutionised road travel."

The unreliability of non-skids, then, and the undue reliance on them constitute an unsatisfactory state of affairs, and bring us to the enquiry as to why it is so difficult to design and manufacture a non-skid tread that is efficient under all conditions of road surface.

GOOD AND BAD POINTS.

Let us, then, take the three types of non-skid covers at present on the market one by one and note their good and bad points in operation.

1. Steel-Studded Treads—

(a) They are effective on ordinary macadam and on chalky, sandy, limestone, clay or other normal road, wet or dry, and on wet wood pavement.

(b) They do not hold on dry wood pavement, asphalt wet or dry, or on tarmac and tarred surfaces in cold weather.

- (c) They are partially effective on tarmac and tarred roads in warm weather, when these surfaces are softer than in cold weather.
- (d) Their efficiency drops slowly as the studs wear and is never wholly lost.

2. Rubber Non-skid Treads-

- (a) They are effective on ordinary macadam and sandy roads, wet or dry, on dry tarmac and tarred roads, on dry wood pavement or asphalt.
- (b) They do not hold on greasy wood or asphalt, or wet asphalt.
- (c) They are partially effective on wet wood, greasy chalk, limestone or clay surfaces, their efficiency varying with the nature and thickness of the greasy surface.
- (d) Their efficiency drops quickly as the rubber non-skid pattern wears and ceases altogether a considerable time before the cover is worn out.

3. Combination Treads-

The combination steel and rubber tread would seem theoretically to be almost ideal, but in the types at present on the market they do not present a sufficient surface of steel to the road to make them as efficient as the all steel-studded tyres, and the design of the rubber non-skid portion is of not so effective a pattern as the all rubber non-skid tread. The steel portion wears rapidly, and is more liable to be torn out than is the case where the strain is distributed over a large number of studs as on the standard type.

THE CASE FOR CHAINS.

Plain tyres need not be considered, as they do not pretend to be non-skids in the true sense of the word, and in spite of the fact that they grip the surface in certain circumstances where the steel-studded treads do not.

Neither types 1, 2, nor 3 hold on wet or greasy asphalt, nor are they satisfactory on snow and ice. Chains are the only efficient preventive of skidding in these circumstances. As to why steel and rubber will grip respectively in some circumstances and not in others, one has only to think of the hardness and sharpness of steel compared with rubber, the one biting through to solid ground where the other will not, but slipping over a surface too hard for it to bite, a surface to which, however, the rubber clings if there is no film of wet or grease between it and the road.

COMBINATION TREADS.

Here it becomes reasonable to ask why a combination of all steel-studded and of all rubber non-skid covers should not be effective for all ordinary purposes. The answer is that in a majority of circumstances this combination is effective up to a point, but there are too many conditions of road surface where the breaking strain is taken wholly or mainly by one cover, which is bad for the cover and causes the car to swing round whenever a strong breaking effort is required, lessening one's ability to stop quickly. Further, in cold weather when wet or greasy tarmac or tarred surfaces are hard, neither type of tread is efficient, and tarmac and kindred road material is coming into increasing use. Now this is very important, because on the open road the average motorist drives at comparatively high speed on tarmac and a wet or a dry skid, due to a sudden breaking effort or other cause, is proportionately dangerous. Incidentally, these remarks also apply to some sets considerably in evidence in Belgium and parts of France.

THE PERFECT NON-SKID.

What is the moral? It is this. Select very carefully the combination you propose to use according to your needs at the time; conditions vary in different districts. Depend less on your treads and more on your driving skill.

Sooner or later, a perfect non-skid tread will be found, or almost perfect. In truth, if efficiency on all surfaces—an average of 7,000 miles wear—practical unpuncturability without any corresponding disadvantages is what you want, Mr. Motor-Owner, then I have reason to believe your desire is an accomplished fact. Whether it will ever be put on the market, I cannot say. Meanwhile, owing to the expanding volume of motorists and altered road conditions, a true understanding of the non-skid situation is becoming more and more important, and that understanding is what this article set out to create.

H. WELSH-LEE.



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A WOMAN'S NOTE-BOOK.

By CHRISTOBEL NICHOLSON.

"HERE is nothing new under the sun." An optimist is someone who goes through life disbelieving that theory. I was an optimist once, but—well, it's very hard to keep it up these days so far as motoring is concerned. We carry on, month after month, waiting for the new car to arrive. We see attractive pictures. We read long lists of novelties, but we get no nearer the finished article.

Meanwhile we live in a dream-world of motoring. We plan tours through fairy country. We put up at castles in the air, and our mythical car has tyres which never puncture and an engine which always fires on all cylinders. We reconstruct our motoring career in imagination, and we live again those wonderful times which ceased so abruptly five years ago.

But it's all very unsatisfactory. Rather like learning history at school—Alfred and his cakes



A W.R.A.F. DRIVER WHEEL-CHANGING AGAINST TIME. (The record is 1m. 18s.)

to Anne, and then back to Alfred again. I wonder why the Georges are such stumbling blocks to school teachers? Perhaps it is rather difficult to account for some of their actions. However, to return to motoring.

UNRESTRICTED TRAVELLING.

Now, after five years of restrictions, we can unwind the red tape which held us and prepare before long to roam where we will. There'll be a perfect orgy of motor-touring too. But our movements will not be nearly so confined to

the British Isles as they were before the war. Quite apart from anything else, the sentimental interest which surrounds the old battle area will prove its fascination in spite of the fact that the scenery in Northern France and Belgium is dull, flat, and uninteresting compared with Normandy, the valley of the Loire, or the Riviera. The feeling of driving one's car along roads over which only so recently dusty, war-battered lorries and ambulances jolted and bumped will enthral. Our imagina-



REVERSING BETWEEN POSTS 7 FT. APART. (The lady at the wheel is a member of the W.R.N.S.)

tion will supply pictures to fill the empty country.

Then, too, we have become more used to the idea of going abroad. We realise that it is not a very intricate matter to convey a car across the Channel, while the difficulties arising from not being able to speak the language no longer terrify us. The British soldier has proved the simplicity of the whole thing, and we may rest assured at the same time that the French and Belgians who lived in the British area have learned enough of our language to help us out of tight corners. As a matter of fact this last factor may occasionally prove somewhat startling, to say the least of it.

For instance:—

"HONI SOIT," ETC.

While I was driving an ambulance "somewhere in France," I met a doctor whose nationality I will not disclose except to state

August, 1919

that he was an Ally. He was an extremely nice man. He belonged to a very aristocratic family, and he was chivalry personified. His knowledge of English was based on school work, but he was determined to talk fluently, and never missed a chance of speaking to a Britisher.

One morning I was lying under the back of the ambulance engaged in some very necessary greasing and oiling. The legs of M. le Docteur approached (I could see nothing else), and stooping down he looked at me through the wheel spokes. "Ah! Mademoiselle. May I do myself the honour to sit under there with you?"



I assented, unrolled a little more of the rug on which I was lying, and got down to my job again. But he was not to be thwarted. His object was conversation, and nothing would stop him. Finally, having discussed the weather, the wounded and the wonderful Anglais (and Anglaises), his interests took a personal turn. He evinced a sudden curiosity as to my pre-war career.

"How long had I driven a car?"

"Had I a car of my own?"

"Was I a chauffeur before the war?"

I explained to him that, although I had driven for some considerable time, it had been a question of pleasure and not of money. He was silenced for a moment. Then, with a look of extreme sympathy he said:—

"Oh! Mademoiselle, I had not before realised what a great sacrifice you are doing to come and work for my country like this. For you it must

be a 'ell of a b———— life.''

This made me sit up all too literally. My head encountered the back axle with considerable force. I tried to be tactful. I tried to tell him that, although I heartily agreed with his sentiments, his language would hardly pass in polite society. I tried to be forcible, without

hurting his feelings, and I was moderately successful. He was neither annoyed nor ashamed, only rather perplexed as he said:—

"I shall never comprehend your language, Mademoiselle. I learnt that sentence off one of your British majors at the front, and he was

always saying it."

It certainly looks as though the French dictionary may have to be considerably enlarged. However, where no harm is meant, no offence need be taken, and travellers will do well to bear in mind that "Honi soit qui mal y pense."

Women Drivers at the Tournament.

By the time that this appears in print the Naval, Military and Air Force Tournament will be an event of the past. It is the first time that women have competed in the Tournament, and, being a woman, I cannot let the opportunity pass without making some mention of the performance of the women motor drivers of the various services.

The competition in which the Women's Legion (M.T., R.A.S.C.), W.R.A.F., W.R.N.S., Q.M.A.A.C. and V.A.D. (General Service) took part, consisted of wheel changing and gymkhana driving. Two representatives from each service drove into the ring and pulled up at a given spot, where they were inspected. After the inspection the signal was given for the wheel changing. Now I'm going to crow. The best time for jacking up the car, changing a front wheel, and letting the jack down again was seventy-eight seconds! Pretty good, I think, and one up to women drivers.

The wheel changing was followed by the driving, which included reversing through a 7 ft. gate from a position which necessitated very skilful handling, and a keen sense of

judgment.

The competition was spread over several days, marks being awarded for each performance, and, at the conclusion, it was found that the Women's Legion led the W.R.A.F. by 2½ points. The Q.M.A.A.C. came third, with the W.R.N.S. and the V.A.D. following. Hearty congratulations to the Women's Legion on their very fine performance.

A handy brochure has been issued by the Automobile Association, giving the names and addresses of firms supplying benzole throughout the United Kingdom. It should be carried on every car.

Taxi-cab users will be interested to know that the Commissioner of Police of the Metropolis has now stated that "if cab-owners desire to use Triplex glass the police will raise no objection to its use in cabs, or substitution for wired glass." If the hint is taken there will be fewer accidents.

AIRCRAFT INFLUENCE ON CARS.

By Capt. W. GORDON ASTON, late R.A.F.

LL knowledge is valuable, but some knowledge is more useful than other kinds. During the war the majority of motor manufacturing concerns have been building products with which they never expected to be associated, and they have thus acquired a great deal of experience, some of which, to the benefit of both buyer and seller, will no doubt be reflected in their post-war cars.

Especially valuable will be the experience that has been gained in the production of aircraft engines, but, as most of the new information is more or less common property, there is no reason to suppose that its influence will be confined to those makers who have been "on" aero engines. This influence will have an important and lasting effect upon chassis design, and it is probably not too much to say that four years of aircraft development will have accomplished as much towards automobile evolution as would otherwise have been brought about in a period three times as great.

The most important lesson which any motor manufacturer can have learned is the way to organise for quantity production. Gone for ever, let us hope, are the old-fashioned methods, in which batches of a dozen or so are dealt with. I am even surprised that any firm attempts to produce more than a single model. Gone, too, are the days of detail modifications introduced from time to time in order to correct faulty design, but confusing to the operative and disastrous to the unfortunate individual who ever stands in need of a spare part. Mass production, however, is not exclusively associated with aircraft engines, though it is, perhaps, in this department that its highest development has been shown.

More than anything else the aircraft engine has been responsible for tremendous improvements in material. Designers quickly took advantage of all the steps that Sheffield made on the road to progress. It became imperative that better steels should be available. Better steels were quickly produced under the stimulus of war compulsion. Stronger and more reliable aluminium alloys, for pistons and cylinders, for instance, were required, and no sooner was the demand made but supply was there to meet it.

Metallurgical improvements and better knowledge of heat treatment are of vital importance to the motor designer, because they enable him to make the moving parts of his engine much lighter, thus materially reducing wear and tear and the stresses on the whole structure, but at the same time making for better balance. It is because of aircraft engine influence that the general running of the post-war fourcylinder will be far superior to that of its prewar prototype.

Reduction in the weight-power ratio is of value in car practice as well as in aircraft. Why make a chassis weigh a ton when, with the employment of better material, it can be got down to 15 cwt., and increased in strength at the same time? It is cheaper, also, to use better material, because one requires less of it. Another lesson from aircraft!

Reduction in weight, moreover, is an investment that pays a handsome dividend, which declares itself clearly enough in the petrol and tyre bills. If the aeroplane has to thank the motor-car for providing a sufficiently light prime mover, it has repaid its debt handsomely by indicating how chassis weight can be cut down. Light alloy cylinder blocks, with steel or cast iron liners, light alloys for back axles and brake-drums; this is the way in which aircraft influence makes itself felt.

Then again, is it an exaggeration to say that motor-car design is going to be revolutionised by the development of the stationary radial engine? Very much an aircraft product this, though it had its beginnings in the motor-bicycle type. Here is a reduction in weight, indeed. Three-quarters of the crank-chamber weight, three-quarters of the crankshaft and camshaft weights, and all the weight of water-jackets, water, radiator, piping, pump and fan—the air-cooled radial saves all this and more, for be it remembered that to save weight on the engine is to save weight on the rest of the

High power in relation to weight means high efficiency. This in turn implies high "mean effective pressure," and from this spring proper shaping of combustion chamber, easy distribution of gas, and overhead valves in the cylinder head. Noisy? Not a bit of it. For one thing they are easily enclosed and lubricated; for

another, the life of the valve, as well as its quietness depends upon the gentleness with which the cam lets it down on to its seat. Valve life has been secured in the aircraft engine. The same means will give quietness to the car motor.

Lubrication is evidently of more importance in an aircraft engine than most designers have thought it was in relation to their cars. The old idea of having a crank-chamber full of oil free to slosh about and get drawn up past the pistons is shown to be wasteful and ineffective. The "dry sump" system—essentially an aircraft scheme—with a little pump to force in and a big one to suck out, is going to be a strong car feature. Smoky exhausts and sooty plugs, to say nothing of heavy carbonisation, should soon be things of the past.

It has also been learned—it was known long enough ago, but the point was not adequately realised—that explosion engines work best at a certain temperature. High altitudes and extreme cold have developed radiator shutters on aeroplanes, but they will be almost equally useful on cars. Worked either by hand in conjunction with a thermometer, or by a thermostat on the automatic principle, they will help to reduce petrol consumption and make for longer engine life. Controlling the flow of water is another means to the same end.

Gears on aircraft engines are, for the sake of weight reduction, very much more highly stressed than those on cars. For this purpose case-hardening processes have had to be improved, and new steels have been evolved. Gear can therefore now be made, not only lighter, which is an incidental advantage, but, what is more to the point, smaller. By this means the length of gear-shafts can be shortened in a highly desirable manner, and the diameter of final bevels can be decreased. This is of real value, because it greatly affects the weight of the back-axle casing. And the greater stiffness of shafts means, be it noted, greater silence of gear operation.

The above is a mere sketch with no pretensions to exhaustiveness. If it conveys the impression that aircraft have taught valuable lessons its purpose is served, for, once suggested, this line of thought will extend itself indefinitely. It would be unfair, however, to conclude without a passing reference to streamline form. Body builders have been making aeroplanes, and incidentally they have learned how to work wood to small limits. They have also realised that head resistance is a greedy consumer of power as well as a concomitant of

ugly appearance. What the air likes the eye likes. Smoother, suaver, body lines of the future will, like many other blessings, owe their existence to aircraft influence.

"Seeing Britain."

It is almost needless to remark that the desire to tour around the country is not confined to the actual owners of cars. As time goes on, however, would-be motorists are more and more being catered for, motor-buses taking them quite long distances out of London at the week-ends, while Pickfords have even inaugurated a large service of chars-à-bancs, which

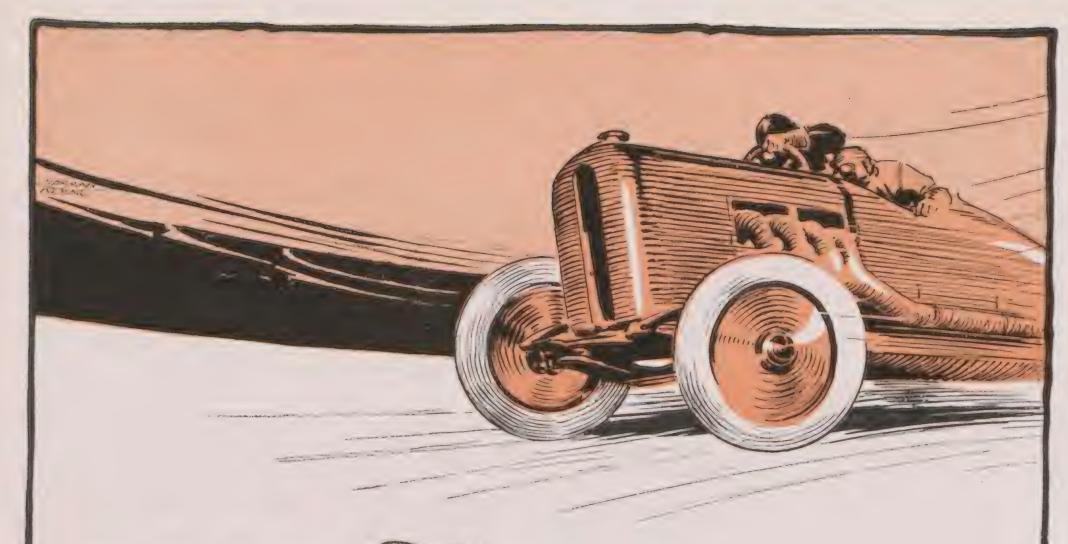


CHAR-A-BANCS TOURISTS AT STAINES, AFTER A ROUND IN WALES.

make tours of Devon, Cornwall, and Wales occupying from five to twelve days. All hotel accommodation is provided for throughout the trip, and, if the passengers do not travel with quite the same degree of independence as enjoyed by the owner of a private car, they are nevertheless freed from all worries incidental to a touring holiday, even their tips being arranged for. Our illustration shows the arrival of one of Messrs. Pickfords' chars-à-bancs at the Swan Hotel, Staines, after completing a holiday tour in North Wales.

In commenting on the absence of motor-car racing events for 1919 the *Times* makes mention of the "Coupé (sic) de l'Auto" and the "Tourist Trophe" (sic). The events do not sound altogether familiar.

Within the space of an hour a member of the Motor-Owner staff saw no fewer than three cars which had suffered damage on the London streets through having been "crashed" from behind in congested traffic. The rear-situated petrol tank was the afflicted part in each case, and the fuel was pouring out into the gutter until buckets could be requisitioned. Whatever its advantages from the body-builder's point of view, the petrol tank at the back is far from perfect, unless some means can be devised to protect it from a rear attack!



GOODFEAR

triumphs at Indianapolis

Early in June the following cable was received by the Goodyear Tyre & Rubber Company:—"Peugeot with Wilcox driving won on Goodyears. 9 of the first 10 cars were equipped with Goodyears, and 26 of the 34 competing cars were similarly fitted."

The race to which it refers is the Indianapolis Track Race.

No more striking testimony to the confidence of racing experts in Goodyear Tyres could possibly be made. As every motorist knows, track racing is one of the most severe tests to which tyres can be subjected. Goodyear's emerged from this test with reputation enhanced.

What applies to racing applies with even greater force to everyday tyre service. The famous Goodyear diamond tread holds the road perfectly on any surface, rough or smooth, in clogging dust or treacherous mud.

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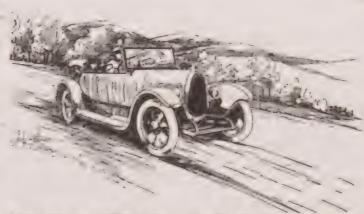
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MANY an otherwise happy holiday has been spoilt by an accident—big or small. The daily paper show that notoring accidents, loss by theft of luggage, motor coats, tyres, accessories, even the carits off, are reatly on the menage. Before you make your Holiday Tour or Trips, cover your elf and car as ain to the numerous mishap of Town and Country Holiday Motoring. This can be done to the best advantage with the "B.D." 1619 EMPIRE MOTOR POLICY. This Policy is the most effective and comprehensive devised, and in addition to covering damage and loss of Car, Tyres, Lamps and accessories through Accident,

it also provides the cost of reasonable free t water and a comprehensive cover in report to Fire, Theft (including is of Motor Coate, etc.). Third Party Risks (including Passenger, and Pricity, Fer and Accident Medical Lapen e. and most liberal terms in respect of Medical Breaks. Accident to Charlieurs, etc. The Policy contains many special feature, also if result timial reductions to owners of two or more care in order for ill and for a class, return of premium whilst the car is laid up, for short period rates, cancelment in respect of sale of car, and for many other benefits.

Send a post-card to-day for prospectus. Please ask for the "B.D." 1919 Empire Motor Policy Prospectus.

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THE PHOTOGRAPHIC MOTORIST.

HE large majority of motorists are artists with the genius of appreciation of the artistic more or less strongly developed. The very fact of familiarity with the choicest of Nature's scenery calls forth the latent gift, or strengthens the already keen perception of the beautiful.

There are those whose motoring is a matter of business necessity and whose routes are mainly the uninteresting ways of commercial routine and uninspiring urgency, who have no eye for far-reaching vistas, no mind but for

the monotonous requirements of their calling. Others again there are whose soul can feel no ambition but that of speed, to whom the road is only a means to gratify the lust for pace and whose more congenial way is the race-course; for the choice visions that lurk along the way, the camera is more than a pleasing accessory. It is an unconditional necessity.

Memory has insufficient power to retain the ever varying pictures that are painted for a moment on the canvas of the mind. Some few stand out for ever, like the masterpieces of great artists, but even these, with the passage of the years, lose their details and become blurred and indistinct; whereas the ten



A HALF-TIMBERED HOUSE AT UFFINGTON, SHROPSHIRE.

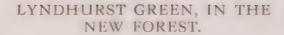
WITH THE HUNT IN THE NEW FOREST.

and for these the green fields have no allurement and the voice of Nature is silent.

But most of those who take the wheel to scour the highways and byways of the land feel the thrill of the free winds and the joy of the ever-changing panorama of meadow and hill, of hedge and waterway.

It is the beauty of the world that lays its spell upon them, the glory of the world that charms. The sunny landscape and the open wilds have for them an irresistible appeal; to the call of the world's pure enchantment they cannot turn a deaf ear.

To such as these, whose eye is ever watchful



thousand visions that sweep in ceaseless and bewildering array before the mind tend to become so intricately confused that one soon loses sense of their value, and they are ere long hopelessly lost.

Here it is that the photographer has an advantage that is beyond valuation; for the record of plate or film is practically an imperishable one, and the things

seen in passing become a permanent possession and a lasting pleasure. To turn the pages of the album in the after-time is to live once again those hours of delirious joyousness. To behold once more the scenes that once were the delight of a tour is to experience the thrill of the days that lie behind; and in the dull hours of winter one may almost forget the wind and storm without, and be conscious of the sunny warmth of verdant glades and the rich breezes from the open moors.

Nor is this the only value of the camera. The world is changing about us every day. Trees are falling to the woodman's axe. Castle walls are crumbling with the passing of the years. In a thousand ways the face of the country is

undergoing a ceaseless and inexorable transformation. Again and again in traversing some familiar route one is impressed with the strangeness of things. Interesting features have vanished. Modernity has swept ruthlessly away some choice features of old days that can never be replaced; and the value of the photograph taken on a previous run at once becomes enormously enhanced.

Any camera is better than none; but the camera that requires the least attention and is simplest in manipulation is par excellence the camera for the motorist. When the car is gliding smoothly through quiet lanes or the glamour of forest shade, and its comforts are a chief element in the pleasure of the run, one is reluctant to stop and exert one's self for the sake of a photograph, and even those who are alive with photographic keenness rarely close a tour without regret that they did not the oftener pause. This reluctance must be overcome to obviate the lingering and ineffectual regret; and as a consequence the effort must be reduced to a minimum.

A camera that must be carefully focused and exactly adjusted is unsuitable for such work. Even the opening out of the folding camera is at times a sufficient deterrent; and we have found the box camera, with its focus set at infinity, which is always ready for an exposure and can bear a great deal of rough usage; the most satisfactory for general use on a tour.

When serious work is contemplated, when architecture is the aim in view, the motorist must be prepared for the time and labour entailed and fit his apparatus to his purpose; but for the entrapping of the alluring visions that crowd a tour with fascinating charm the simple magazine equipment carries the day.

Summer suns and verdant rays provide a temptation that is well nigh irresistible, and wasteful extravagance may at times be the occasion of remorse; but mostly extravagance with lens and film has its reward, and out of a vast array of commonplace and indifferent pictures there may be selected a choice assortment which under wise and skilful treatment in the dark room during the uncongenial days of winter will emerge as works of art worthy of a place in the folio or pre-eminently fit to occupy a permanent position on the wall.

But, whatever be the purpose and whatever the result, the camera should be regarded as essential to the full enjoyment of a tour.

CHRISTOPHER WENLOCK.

In Clover.

SIR JOHN ALCOCK and Sir Arthur Whitten Brown were doubtless proud men when they crossed the Atlantic in an aeroplane, although their bearing after that memorable event was nothing if not modest. But to get delivery of a new car nowadays is an achievement in itself,



SIR J. ALCOCK AND HIS NEW 10 H.P. HUMBER.

and it is quite conceivable that Sir John Alcock never felt prouder than when he visited Coventry the other day and secured possession of a new 10 h.p. Humber. Our illustration is from a photograph which was taken just as Sir John was driving away from the works, in company with his fidus Achates, Sir Arthur Brown.

The R.A.C. "Year-Book."

"Year-Book" for 1919 shows that it contains the very useful features which have characterised the war-time editions, but is still issued in a more or less abbreviated form as compared with the pre-war volumes. The section relating to foreign touring is again omitted, as also is the R.A.C. directory of cars, while the legal section is somewhat thin owing to the absence of Motor-Car Acts and Regulations. These, it is explained, are omitted not only in order to reduce the size of the book, but also because motorists by this time are familiar with the chief points.

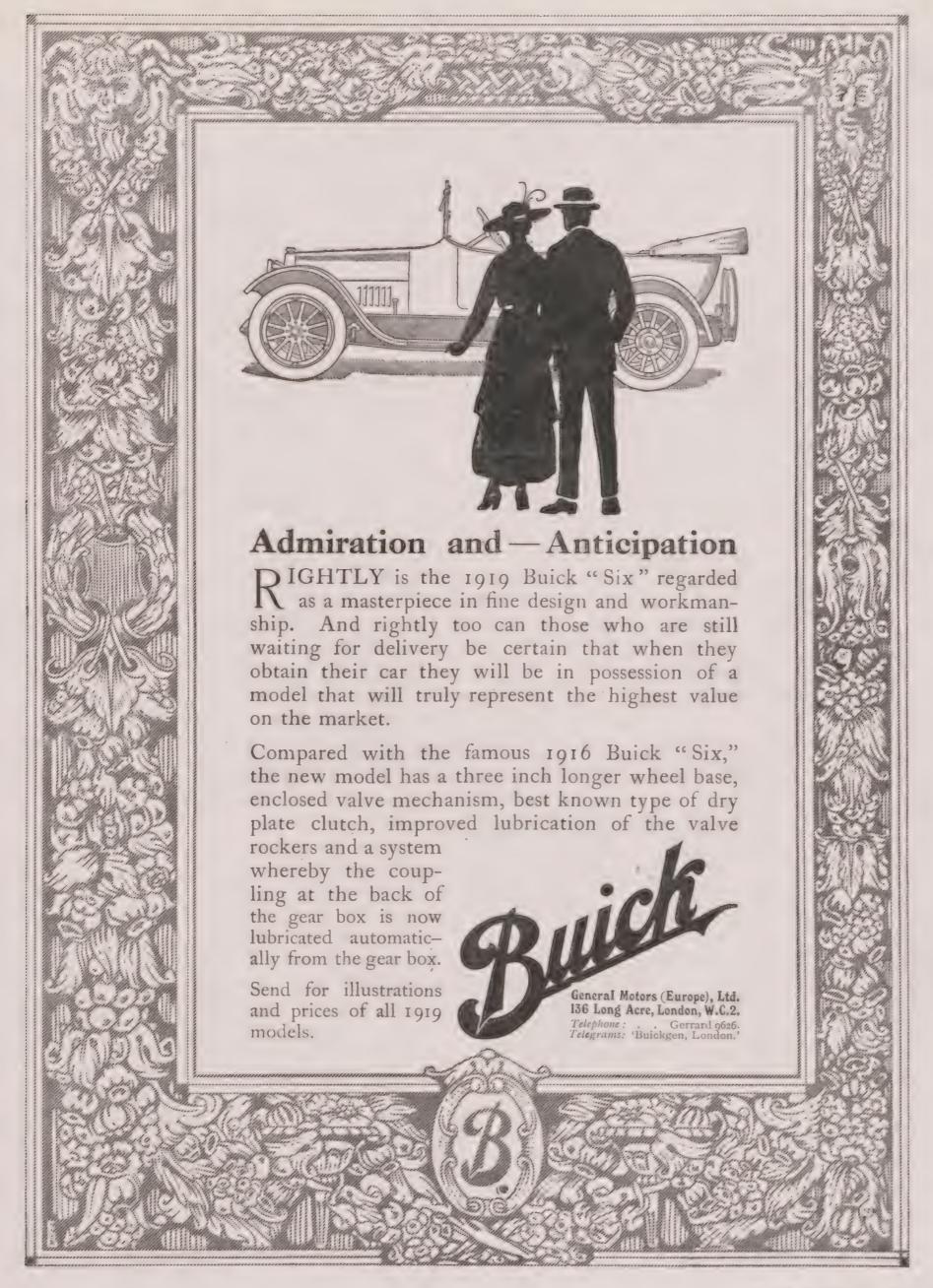
None the less the "Year-Book" is an indispensable compilation, and particularly valuable is its hotels and repairers' directory, which has been brought up to date so far as appointments are concerned; it has not been found feasible, however, to publish any hotel tariffs.

Another feature of the volume is one to which a pathetic interest attaches, namely, the Roll of Honour. It includes the names of no fewer than 218 members who have lost their lives in the war, as well as those of 23 members of the staff.

By next year it is hoped to produce the "Year-Book" with its original completeness, but meanwhile the "Year-Book" Committee believes that the 1919 volume contains all the information that will be required by the motorist for the current year.

The volume is issued free to members of the R.A.C., and the charge to the public is 5s.

à.



Neat Fittings.

has been more surprising than the extremely limited extent to which coachbuilders have essayed to produce "convenient" bodies; while the car manufacturer himself, of course, has hardly been expected to address himself to that par-

STOWING A SPARE WHEEL.

ticular problem, as his object has necessarily been to produce a complete car, with standard hody, at the lowest possible price.

Curiously enough, however, where 1919 models are concerned, it is the manufacturer himself who is endeavouring to make the

standard body more practical than in pre-war days. A case in point is the Austin "Twenty." As will be seen from the first of the accompanying illustrations, provision has been made for carrying a spare wheel, in a neat and effective



THE HOOD ARRANGEMENT ON THE AUSTIN "TWENTY."

manner, within the back panel of the body. There is a detachable cover, and when this is in position the panel has no projections, and the presence of the spare wheel is all but unsuspected.

Then, again, provision has also been made for stowing the hood entirely within the body, and our second illustration shows the effect produced when the hood is folded away, and also the outlines in shadow of the hood itself when unfurled.

GARAGE CONVENIENCES IN AMERICA.

WAS pleased to see (a correspondent writes) the article entitled "Petrol From the Kerb," which appeared in the June issue of The Motor-Owner, drawing attention to a much desired and necessary convenience for motorists.

A form of the kerb apparatus described is used throughout America, and one never sees petrol, or gasolene as it is termed there, poured by hand through a funnel to the tank, with the inevitable waste and mess. Every garage in the cities is off the road and approached by a curved drive, and each has its pump with flexible attachment. All cars requiring petrol drive in, obtain their supply, and pass out by the other entrance of the drive.

By this means street obstruction is avoided, for the drive will accommodate six or seven cars, and the time required for refilling in this way is very short. This system should be the one used in London, and would overcome the London County Council's objection to pavement fixtures in crowded streets.

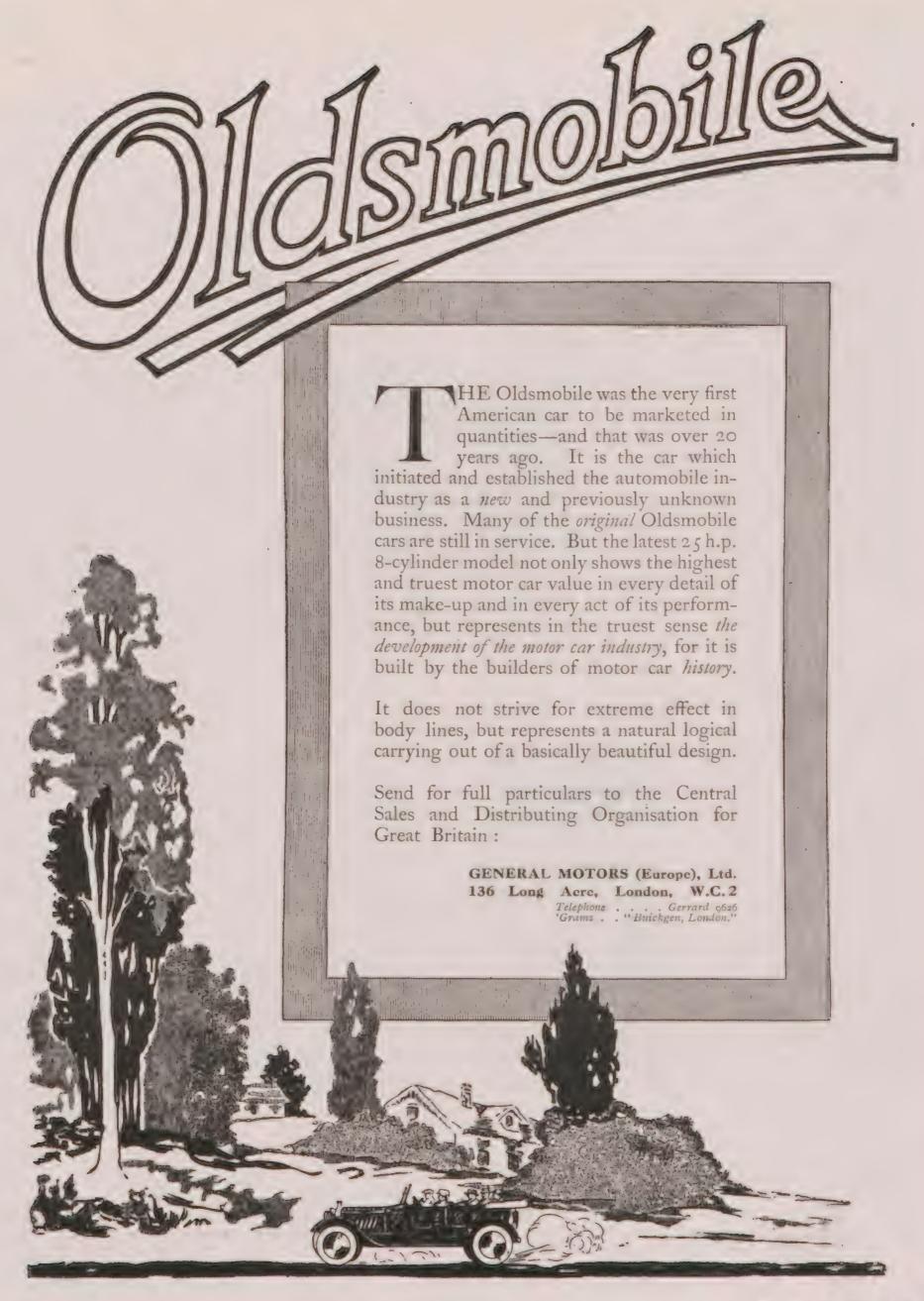
The smallest of American villages has its garage with its kerb petrol pump, and one can always be sure of a speedy refill. The price per gallon is posted on the apparatus, and the indicator will show the amount of gasolene taken.

The petrol supply system is not the only convenience which the up-to-date American garage provides. Almost every one has a compressed air supply pipe. If the tyres require more air the motorist or garage attendant screws the flexible pipe to his valve and then turns the tap, after which the air rushes in. When it is considered that the tyres are hard enough the tap is shut, and the pressure within the tyre is shown on the pressure indicator at the screw end of the pipe. If more air is still required it is obtained by again turning the tap. Garages make no charge for this air supply, but if the services of the attendant are utilised it is usual to give a small "tip." Only those who through necessity have made a hurried journey in America at a minute's notice on a leaky tyre can really appreciate the benefits of this system, which is as common as the kerb petrol supply apparatus.

Still another American innovation for the benefit of the motorist is the "Quick Tyre Service." This is organised by tyre depots. If tyres are bought at a depot the firm concerned will undertake to attend to punctures and assist the driver if held up on the road by tyre trouble, by day or night. If one is unfortunate enough to suffer a "blow out" one goes to the nearest telephone and calls up the depot. Here by night and day are men or youths on duty, one of whom will speed to one's assistance on a powerful motor-cycle. He will change your tyre or otherwise assist, and no payment is required of the motorist save again a "tip" for the garage worker. Of course, this assistance is only given if the messenger finds his shop mark on the tyre in trouble.

Another convenience is the "Free Battery Inspection." Many garages will inspect and keep supplied with the necessary water every battery which is bought of them. One drives in when in the neighbourhood, and this service is quickly rendered.

Without doubt these conveniences do much to make more pleasant the business of driving one's own car. Where in the world can one find so many lady drivers as in America, where these conveniences are installed?



THE "ENGO" TYRE-PUMP.

VERY motorist of more than one year's experience will be interested in any device that may claim to relieve him of the hard labour of blowing up tyres. There are indications that in a few years' time an engine-driven tyre-pump will be part of the standard equipment of every first-class car, whether large or small; but, until that time is with us, there is much to be said for the engine-operated pump that can be readily fitted to one's car.

The idea of fitting into the sparking plug hole a pump that makes use of engine compression for inflating the

tyres is not new, and Fluid Pressure Pumps, Ld., have been concentrating on the subject for some years. Their Pioneer tyre pump is well-known, but the firm has recently introduced a new pump known as the "Engo-Flator," which is a much smaller and cheaper instrument.

With the Pioneer pump any size of tyre may be inflated to any desired pressure with an ordinary car engine, but the "Engo-Flator" is more limited in its capabilities, and is intended for use only with engines of fairly high compression on cars fitted with comparatively small tyres—a combination that is found on practically all modern light cars. Both pumps are intended for fitting into the sparking plug orifice, but their

resemblance ceases at this point, for, while the Pioneer is actually a pump in itself, the "Engo-Flator" is essentially nothing but a special valve for utilising the

compression of the engine, the piston and cylinder of which form the whole of the pumping mechanism. This being the case, it is impossible to get into the tyres a higher pressure than the compression pressure of the engine. In practice the actual pressure attainable in the tyre is about 5 per cent. less than that of the engine compression. The average light car engine has a compression of between 60 lb. and 70 lb. to the square inch. Light car tyres need inflation to a pressure of from 45 lb. to 55 lb. to the square inch, and so are not likely to tax the "Engo-Flator" to the limit of its capacity.

The "Engo-Flator" consists of a metal cup about 2 in. in diameter and & in. in thickness, to the top and bottom of which is fitted a threaded cylindrical extension about $\frac{1}{2}$ in. in thickness and $\frac{3}{4}$ in. in length. The top cover or lid of the cup is drilled with a series of holes (shown in the illustration), under which is a disc normally held up against the lid by a helical spring. In the centre of the cover—i.e., at the base of the upper cylindrical outlet-is a ball valve. The lower

cylindrical extension is threaded at its base standard sparking plug size.

For use the "Engo-Flator" is inserted in the engine after a sparking plug has been removed, and the engine is started up. The suction of the descending piston in the cylinder to which the apparatus is fitted causes the spring loaded disc to leave its seating, and air is thus sucked through the holes already mentioned into the cylinder. When the engine piston returns on the compression stroke the springloaded disc, returning to its seating, closes the air ports in the lid of the cup, and the air is forced through the ball

> valve into the top cylindrical extension, on to which is screwed an ordinary pump connection to the tyre valve. The standard equipment of the apparatus includes 9 ft. of piping, which is enough to reach each tyre valve from the engine

of an ordinary light car.

Incorporated in the pipe line is an ordinary pressure gauge, and it may be mentioned that this may be used for a purpose quite distinct from its main function of recording tyre pressure. If the engine is started and the outlet pipe is closed, either by bending back or by fitting a choked tyre valve in the end, the pressure gauge will record approximately the actual compression pressure in the engine; thus a useful means of ascertaining that all cylinders have

equal compression is at hand, and this is something that the owner who likes to feel that he is getting the most

out of his engine should appreciate.



THE PUMP AT WORK.

THE "ENGO-FLATOR" IN POSITION. (INSET, AN ENLARGED VIEW OF THE DEVICE.)

I have been giving this accessory a practical test, and, as I was out to see what it would do and to discover any faults that ordinary use might not disclose, I made my test on a two-cylinder engine. The makers assured me that starting the engine with the "pump" in position would present no more difficulty than usual; but, frankly, I had my doubts. Also I was uncertain whether one cylinder alone would prove adequate to drive the engine when the pump was in posi-As the cylinder to which the pump was fitted would be continually receiving pure air it occurred to me as possible that the mixture in the other cylinder

might be upset and that running as well as starting might be considerably impaired.

Much to my surprise all my fears proved to be groundless. The engine started as promptly as when both sparking plugs were in position, and it ran with no perceptible difference due to the presence of the pump. A 700 by 80 mm. tyre was inflated in 2 mins. to a pressure of 60 lb. per square inch. W. HAROLD JOHNSON.

"THE GARDEN OF ALLAH."

EADERS of Mr. R. S. Hichens's novel, "The Garden of Allah," will find in the accompanying illustrations an interesting association of fiction and actuality. The "Garden of Allah" itself is the Arab phrase for the desert, but it will be remembered that a prominent part in the story



THE VIEW FROM COUNT ANTEONI'S GARDEN.

is played by another garden, described as "Count Anteoni's," in which the heroine was wont to sit and indulge in day-dreams. The prototype of this garden actually exists, and, as

completely "out-of-the-world" an atmosphere as "The Garden of Allah," but the juxtaposition



AN OASIS IN THE DESERT.

of the car in the desert scenes, even including the oasis, only shows that there is no place too distant for the modern automobile to reach, provided there is anything in the nature of roads that can be travelled upon. In the case in point the photographs which are reproduced



ANCIENT AND MODERN.-A STRING OF CAMELS MEETING A CAR IN THE DESERT.

a matter of fact, the wall by which it is bordered is seen on the extreme left of the first of our illustrations. The photograph, moreover, of the string of camels, seen in the lowest picture, was taken right opposite the garden itself.

Probably no story was ever written with so

herewith were taken by Mr. Percy W. Northey after driving inland for a distance of two hundred miles from the nearest railway. So far as we are aware, there is no other country than Algeria in which it is possible to make so long a journey by road after leaving the railway track behind.

THE OLYMPIA BALLOT

Central positions were secured in the ballot for the Olympia Show by the following firms:—

> Arrol-Johnston, Ltd. Austin Motor Co., Ltd. Belsize Motors, Ltd.

Calthorpe Motor Co. (1912), Ltd.

Clement-Talbot, Ltd. Daimler Co., Ltd.

Darracq Motor Eng. Co., Ltd.

De Diétrich et Cie. De Dion-Bouton, Ltd.

Delaunay-Belleville Automobiles (England), Ltd.

Donne & Willans (1909), Ltd. Enfield-Allday Motors, Ltd. F.I.A.T. Motors, Ltd.

Gladiator Co.

Hollingdrake Automobile Co., Ltd.

Humber, Ltd.

Iris Cars, Ltd. Jarrott, Chas., & Letts, Ltd. Lanchester Motor Co., Ltd.

London & Parisian Motor Co., Ltd. London Motor Garage Co., Ltd.

Minerva Motors, Ltd. Napier, D., & Son, Ltd. Panhard et Levassor.

Rawlence, L. C., & Co., Ltd.

Renault, Ltd. Rolls-Royce, Ltd. Rover Co., Ltd.

Sheffield Simplex Motor Works, Ltd. Siddeley-Deasy Motor Car Co., Ltd.

Singer & Co., Ltd. Standard Motor Co., Ltd. Straker-Squire, Ltd. Sunbeam Motor Car Co., Ltd.

Swift of Coventry, Ltd. Turner's Motor Mfg. Co., Ltd.

Vauxhall Motors, Ltd.

Vulcan Motor & Eng. Co. (1906), Ltd.

Willys-Overland, Ltd. Wolseley Motors, Ltd.

The remaining exhibitors in the motor-car section will be as follows:—

> Grégoire Automobiles. Newton & Bennett, Ltd. Star Engineering Co., Ltd. Jackson Car Manufacturing Co. Phœnix Motors, Ltd.

Stewart, W. L., & Co., Ltd.

Vinot Cars, Ltd.

Angus, Sanderson, Sir Wm., & Co., Ltd.

Briton Motor Co., Ltd.

Delage et Cie.

Peugeot (England), Ltd. Bennett, F. S., Ltd.

Delahaye, Soc. des Automobiles.

Unic Motors, Ltd. Bayard Cars, Ltd. Brasier, Soc. des Autos. Crossley Motors, Ltd.

Seabrook Bros.

Berwick, F. W., & Co., Ltd. General Motors (Europe), Ltd. Hillman Motor Car Co., Ltd.

Isotta Fraschini, Fabrica Auto. Hertford Street Motor Co., Ltd. Bianchi, Soc. Anon. Edoardo. Guy Motors, Ltd. Grahame-White Co., Ltd.

Riley (Coventry), Ltd. Andre, T. B., & Co., Ltd. Adam, Grimaldi & Co., Ltd.

Hampton Eng. Co.

The following are the names of the exhibitors in the carriage-work section:—

Alford & Alder.

Barker & Co. (Coachbuilders), Ltd.

Hamshaw, H. A., Ltd. Howes & Sons, Ltd Cole, Wm., & Sons, Ltd. Maythorn, J., & Son, Ltd. Mulliner, Arthur (London), Ltd. Mulliner, H. J., & Co., Ltd.

Penman, A. C. Thorn, W. & F. Thrupp & Maberly, Ltd. Morgan & Co., Ltd. Melhuish & Co., Ltd. Windovers, Ltd.

Connaught Motor & Carriage Co., Ltd.

Hill & Boll. Botwoods, Ltd. Vincent, William, Cockshoot, J., & Co., Ltd. Grose, Ltd. Morris, Russell & Co., Ltd. Mann, Egerton & Co., Ltd. Hooper & Co. (Coachbuilders), Ltd.

The tyre and wheel section will comprise the following firms:

Michelin Tyre Co., Ltd. Midland Rubber Co., Ltd.

Dunlop Rubber Co., Ltd.

International Tyre & Rubber Co., Ltd.

Goodrich B.F. Co., Ltd. Stepney Spare Motor Wheel, Ltd. Hutchinson, Etablissements. North British Rubber Co., Ltd. Spencer G. Moulton & Co., Ltd.

Macintosh, Chas., & Co., Ltd. Kempshall Tyre Co. (of Europe), Ltd.

Rudge Whitworth, Ltd. Avon India Rubber Co., Ltd. Riley (Coventry), Ltd. Sankey, Joseph, & Sons, Ltd. Stelastic Tyres, Ltd.

Goodyear, W., & Son, Ltd. Shrewsbury, S. T., & Challiner Tyre Co., Ltd. Palmer Tyre, Ltd.

Moseley, D., & Sons, Ltd.

Space forbids the inclusion of the names on the list of component and accessory manufacturers and dealers, which total no fewer than 103 exhibitors.

In our July number it was stated that delivery of the King "Eight" would be possible in November. We understand, however, that should the import restrictions be removed in September deliveries will commence at once.



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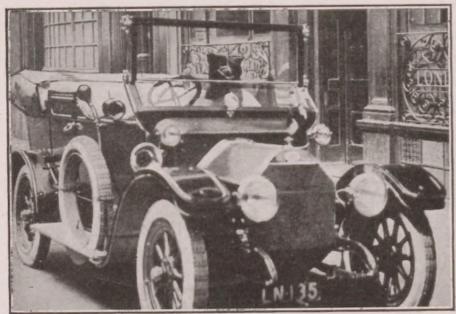
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(2 lines)

Another Way.

UMEROUS attempts, as described in our July issue, are being made to produce mechanical devices with a view to foiling the car thief. A correspondent, however, sends us a photograph, from which the accompanying illustration has been made, in order to demonstrate a much



ONE WAY OF FOILING THE CAR THIEF.

older method, but one which he claims to be none the less effective. The little dog seen on the front seat of the car barked vociferously, he says, at anyone who approached the car, and apparently any thief would have had considerable difficulty in making away with the vehicle without considerable canine protest and the attracting of general attention.

NOTICE TO CONTRIBUTORS.

The Editor will be pleased to consider contributions of special interest to the car-owner, provided they are of high quality and in every way suitable to the magazine. Short illustrated articles are preferred, dealing with any aspect of private motoring, either as regards touring or the home management of the car. First-class snapshots of roadside scenes or incidents are particularly desired. All photographs and sketches should be fully titled on the backs and bear the name and address of the sender.

Contributions should be addressed to the Editor of "The Motor-Owner," 33, King Street, Covent Garden, London, W.C.2., and should be accompanied by a stamped, addressed envelope. While every effort will be made to return them if unsuitable, the Editor cannot hold himself responsible in case of loss or damage.

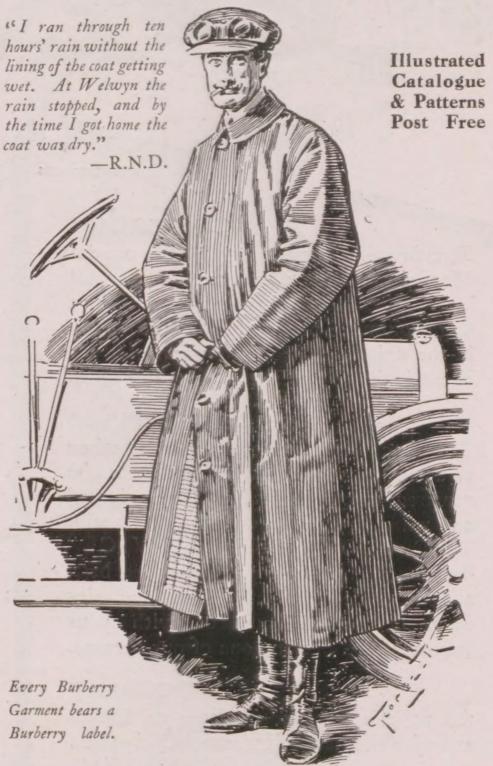
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